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A National Newspaper for Every Branch of the Industry

Automotive Daily News

CARS · SHOP EQUIPMENT · TRUCKS · AVIATION · PARTS · ACCESSORIES · TIRES

Vol. 10. No. 1119 — Entered as second-class matter Aug. 27, 1925, Post Office, N. Y., N. Y., Under Act of March 3, 1879. — NEW YORK, FRIDAY, JANUARY 10, 1930 — 10 Cents. $12 Per Year

DOMESTIC TRUCK SALES HIT 500,000 FOR FIRST TIME

November Registrations Up 22%; 11 Months Total 503,496

NEW YORK, Jan. 9.—Registrations of new commercial cars throughout the United States continued at a high level in November, despite a seasonal decline from October, and showed an increase of 22 per cent. over the corresponding month of 1928.

The November registrations in all states, as carried by makes and states on Page 6 of this issue amounted to 33,626, as compared with 27,516 in November of 1928, a gain of 6,110 or 22 per cent.

This high November registration brought the total for the first eleven months of 1929 to 503,496, as compared with 322,866 in the corresponding period of 1928, a gain of 180,630, equal to 55.9 per cent. This was the first time in the history of the truck industry that domestic sales have passed the 500,000 mark in any single year. In only three previous years has the total production of trucks in the United States and Canada passed the half-million mark.

Last year was by far the greatest domestic truck sales year in the

(Continued on Page 6)

COMPARATIVE NEW TRUCK REGISTRATIONS IN THE UNITED STATES

	1929	1928	1929 Gain	% Gain
January	29,857	16,423	13,434	81.8
February	32,561	17,513	15,048	85.9
March	46,349	24,757	21,592	87.2
First quarter	108,767	58,693	50,074	85.5
April	56,265	30,426	25,839	84.9
May	52,851	32,434	20,417	66.0
June	45,061	29,155	15,906	54.5
Second quarter	154,177	92,015	62,162	68.6
Half year	262,944	150,708	112,236	74.4
July	57,945	31,853	26,092	81.9
August	52,523	36,807	15,716	42.6
September	46,574	35,125	11,449	32.3
Third quarter	157,042	103,785	53,257	51.3
Nine months	419,986	254,493	165,493	65.2
October	49,884	40,857	9,027	22.0
November	33,626	27,516	6,110	22.0
Eleven months	503,496	322,866	180,630	55.9

E. P. Warner Heads S. A. E.; Other Officers Elected

NEW YORK, Jan. 9.—Results of the election of officers by the Society of Automotive Engineers for 1930 were announced today. The candidates were nominated at the annual meeting of the society last summer and were elected by ballots cast through the mails.

Results of the election follow:—

President (one year) Edward P. Warner, formerly assistant secretary of the navy for aeronautics.

Vice-president (one year), representing aircraft engineering, Chance M. Vought of the Chance Vought Corporation.

Vice-president (one year), representing aircraft engine engineering Bruce G. Leighton, director of sales and service Wright Aeronautical Corporation.

Vice-president (one year), representing Diesel engine engineering, O. D. Treiber, president of Treiber Diesel Engine Corporation, Camden, N. J.

Vice-president (one year), representing motor truck engineering, Arthur J. Scaife, consulting field engineer White Motor Company.

Vice-president (one year), representing passenger car engineering, George L. McCain, research engineer Chrysler Corporation.

Vice-president (one year), representing production engineering, John Younger, professor of industrial engineering Ohio State University.

Vice-president (one year), representing transportation and maintenance engineering, F. C. Horner, assistant to the vice-president, General Motors Corporation.

For members of the council (to serve for two years): Ralph R. Teetor, Perfect Circle Company; Frederick K. Glynn, American Telephone and Telegraph Company; Arthur W. S. Herrington, general manager, Coleman Motors Corporation, Washington, D. C.

For treasurer (one year), C. B. Whittelsey, Jr.

The society's roster now includes some 7,000 of the leading automotive engineers and executives throughout the world, whose work in connection with the design, standardization and production of motor cars, motor coaches, motor trucks, motorboats, motorcycles, Diesel engines and internal-combustion power plants has been responsible for American leadership in these great industries.

KLINGLER REPORTS NEW CHEVROLET GETTING BIG RECEPTION OVER NATION

New York, Jan. 9.—Reflecting the attitude of the buying public throughout the country toward the 1930 Chevrolet models, telegrams from hundreds of Chevrolet dealers and officials are being received by H. J. Klingler, vice-president and general sales manager, here for the national automobile show. Mr. Klingler says these reports indicate renewed interest on the part of the public, dealers and salesmen beyond all optimistic estimates.

In St. Louis, 40,000 saw the new car last Saturday. From Portland, Ore., comes word that dealers are "exceedingly optimistic." Seattle, Wash., dealers expect January and February to outdo these months last year. More cars are required in the Chicago territory for the first three months of 1930 than in the same quarter of 1929, word comes.

On the Pacific Coast, Los Angeles reports reception of the new car by the public the best in four years. Fifty thousand viewed the new models the first day in Detroit. Orders the first day numbered 550.

GENERAL ELECTRIC'S ORDERS UP $97,000,000 IN 1929

Schenectady, N. Y., Jan. 9.—Orders received by the General Electric Company during 1929 amounted to $445,802,519, compared with $348,848,512 for 1928, an increase of 28 per cent., President Gerard Swope has announced. Orders for the fourth quarter amounted to $108,398,049, compared with $88,162,049 for the last quarter of 1928, an increase of 23 per cent.

HOLDS CARS CAN'T BE KEPT FROM EXEMPTION IN TAXES

Olympia, Wash., Jan. 9.—Belief that automobiles cannot be excluded from the $300 personal property exemption allowed under the state constitution to heads of families, is expressed in an opinion by John A. Homer, assistant state attorney general.

PRICES ON 1930 HUPP RANGE $995 TO $2,645

New York, Jan. 9.—The Hupp Motor Car Corporation at its show headquarters today announced its 1930 prices, ranging from $995 to $2,645. The list follows:—

HUPMOBILE—SERIES S

Standard Models

Com. Coupe	$995
Coupe (rumble seat)	1,095
5-Passenger Sedan	1,095
Con. Cabriolet (rumble seat)	1,110
5-Passenger Phaeton	1,135
De Luxe Sedan	1,160

HUPMOBILE—SERIES C

Standard Models

5-Passenger Sedan	$1,745
Coupe (rumble seat)	1,745
5-Passenger Victoria Coupe	1,765
Con. Cabriolet	1,820
7-Passenger Touring	1,835
5-Passenger Town Sedan (5 disc wheels)	1,855

HUPMOBILE—SERIES H

Standard Models

5-Passenger Sedan	$2,080
Coupe (rumble seat)	2,080
5-Passenger Victoria Coupe	2,100
Con. Cabriolet	2,155
7-Passenger Touring (5 disc wheels)	2,190
5-Passenger Town Sedan (5 disc wheels)	2,190

HUPMOBILE—SERIES U

Sedan	$2,495
Limousine	2,545

WHERE TO GET AUTOMOTIVE DAILY NEWS DURING THE SHOW

Show issues to the trade visitors in New York are free and may be obtained from your hotel news stand, booth D-74 at the show, in the press room at the show or at your own booth or dealer meeting.

Do not pay for your copy.

MILLER SPEAKER AT OVERLAND GATHERING

New York, Jan. 9.—L. A. Miller, president of the Willys-Overland Company, was the principal speaker at a dinner and entertainment of the Willys-Overland dealer organization this evening in the grand ballroom of the Hotel Commodore. More than eleven hundred attended, and an entertainment program of fifteen numbers was presented.

Mr. Miller thanked the dealers for the enthusiastic manner in which they have received the new Willys Six and for the constructive individual sales programs they have already outlined for 1930. It was his first public appearance before the Eastern group of Willys-Overland dealers. Mr. Miller said:—

L. A. Miller

"Since organization is a primary requisite to the success of any business today, it gives me great pleasure to meet so many members of the dealer organization, and to realize they are so energetically back of the Willys-Overland line. With such a strong background, and with our production plans for 1930 so well planned, I look for the present year to be exceptionally favorable for Willys-Overland."

Other speakers were J. N. Willys, chairman of the board of the Willys-Overland Company, and N. A. Beardsley, sales manager of the Eastern division.

The evening's speaking came to a climax when a huge flag shot out of a cannon mounted on the balcony of the ballroom. It was hurled half way across the room before it was unfurled. On it was the slogan of the new Willys Six: "A torrent of speed and power."

GRAHAM-PAIGE OFFERS NEW COMMERCIAL CAR

New York, Jan. 9.—Graham-Paige Motors Corporation, which heretofore has manufactured passenger automobiles only, has entered the commercial car field, it was announced today at the company's automobile show headquarters at the Biltmore.

The factory at Detroit has begun quantity production of two body models of the new business units, which will bear the name Paige alone. The company recently dropped that name from its passenger car models, which now appear with Graham only on their nameplates.

The commercial cars are of 1,500 pounds load capacity. The two models now ready for introduction are the screen side body and the panel body. The chassis is of 115-inch wheel base, fitted with a six-cylinder Graham-Paige engine. The factory list price, for either model, is $1,095.

The commercial cars are to be built entirely in Graham-Paige plants, bodies as well as chassis. The announcement describes the commercial cars as including several innovations in body design and construction. Safety plate glass will be used in every door and window and wind shield, as in the passenger cars.

Other features are an inbuilt electric visor sign, a new type rear bumper construction giving an unusual degree of protection, rear doors opening to the full height of the body, and complete safeguards to exclude moisture, dust and fumes from the body interior.

PUBLIC'S INTEREST IN SHOW KEENEST EVER MANIFESTED

All Branches of Industry Buoyed — Attendance Far Ahead

NEW YORK, Jan. 9.—With returns in up to a late hour today, it is certain that the automobile show at the Palace will set an attendance record far ahead of the 1929 event. Even bad weather now could scarcely prevent a new record.

While the number of people attending the show is eminently satisfactory, the factor of what exhibitors call "interest" is even more pleasing. One booth manager whose company is showing a radically new product made the remark that "the public this year is simply eating up the new stuff." Another booth manager who has been in charge of his company's exhibits for many years said that "there is more interest in the exhibits this year than there has been in the past ten years."

Complete figures covering the trade attendance have not yet been made available, but from the shop equipment section of the show we get reports of the greatest number of trade visitors ever entertained.

The shop equipment section with its exhibits in actual operation has been a trade mecca all week, and strangely enough the general public has evinced a real interest in this division of the show. The average American is mechanically minded, and the sight of machinery in motion attracts a crowd, even if it has not the direct incentive of picking out equipment for individual use.

Any one who has made a practice of going through the automobile shows from the trade standpoint very quickly senses the general feeling among exhibitors. This year there is a definitely optimistic attitude on the part of exhibitors. At hotel headquarters the feeling among executives is that the show has established the fact that the public is going to buy. Executives are now going to work on schedules and commitments with a feeling of confidence that had not been present until the show opened. Any one who asks the question, "What good are shows anyway?" can get an instant and unequivocal answer in New York this week.

EARLY SALE OF 1930 CAR PLATES, ILLINOIS RECORD

Springfield, Ill., Jan. 9.—All records of the automobile department of Secretary of State William J. Stratton's office were broken when over 141,224 new automobile license plates were sold between November 15 and December 31, it was announced today. The number compares with 130,380 sold in the same period last year, an increase of 11,674. The sale of 1930 plates up

TACOMA A. D. A. RE-ELECTS SCHREIBER AS PRESIDENT

Tacoma, Wash., Jan. 9.—H. G. Schreiber, president of Edward P. Leonard, Inc., South Tacoma Ford dealer, has been re-elected president of the Tacoma Automobile Dealers' Association for 1930. J. K. Gordon, president of the Winthrop Motor Company, Southwest Washington Reo distributor, has been re-elected secretary-treasurer. Harry Manley, president of the Manley Motor Company, Willy-Knight-Whippet dealer, has been elected trustee.

FOR SHOW VISITORS—Automotive Daily News Offices: Editorial, 350 Hudson St., Telephone CAN al 1000; Advertising, 2716 Graybar Building, Telephone LEX ington 6392.

S. A. E. HOLDS ANNUAL DINNER; ROADS TOPIC

New York, Jan. 9.—Col. Sydney D. Waldson, president of the Detroit Rapid Transit Commission, was the only speaker at the twenty-fifth annual dinner of the Society of Automotive Engineers, which was held this evening in the grand ballroom of the Hotel Pennsylvania.

Col. Waldon spoke on "Increasing the Capacity of American Highways," a subject which his many years as an official of public transit permit him to know thoroughly.

William B. Stout of the airplane division of the Ford Motor Company, was toastmaster. Vincent Lopez and his orchestra and Ohman and Arden contributed the entertainment.

More than 1,200 attended the dinner as well as the reception preceding it. Among the notables were:—

Alfred Reeves, general manager; J. S. Marvin, assistant general manager; S. A. Miles, Alvan Macauley, president, and A. J. Brosseau of the National Automobile Chamber of Commerce.

J. M. McComb, president; M. L. Heminway, general manager; B. W. Ruark, Motor and Equipment Association.

F. A. Seiberling, president; A. L. Viles, general manager; A. D. Kunze, secretary, Rubber Association of America; Elmer A. Thompson, secretary, Automobile Club of America; Warren E. Griffith, president; C. A. Vane, general manager, National Automobile Dealers Association; H. C. Dickinson, O. C. Bridgeman, H. K. Cummings, Donald Brooks, Clarence Bruce, Bureau of Standards, Washington, D. C.; Thomas H. MacDonald, Bureau of Public Roads, Washington.

F. J. HAYNES SEES 1930 AS YEAR EQUAL TO 1929 FOR DURANT MOTORS, INC.

New York, Jan. 9.—"I see no occasion for pessimism as to the future of business," said F. J. Haynes, president of Durant Motors Corporation, at the annual show luncheon of Durant distributors at the Hotel Roosevelt today.

"There is a new generation constantly ready to buy cars, and thousands always ready to buy their second car and junk their first. I fully expect 1930 to reach a peak equal to that of 1929 for Durant motors."

Mr. Haynes was principal speaker for the occasion, and acted as spokesman for the group of executives now directing the activities of the Durant Motors Corporation. He reminded the six hundred and fifty-odd present that exactly a year ago executive control of Durant Motors was turned over by its first president to a group of men widely recognized for their business acumen and ability. These men he introduced to the gathering, and then outlined step by step the progress the management has made during 1929.

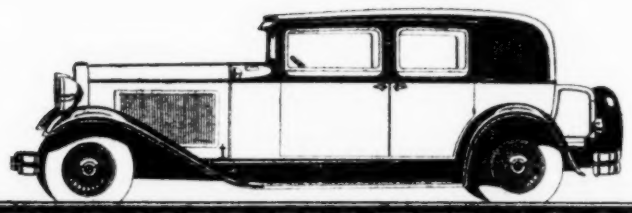
R. T. Hodgkins, general sales manager, was chairman of the meeting, and H. J. Shorter, assistant sales manager, also addressed the gathering.

A unique feature of the luncheon was that the announcer known by voice to those familiar with the weekly Durant radio hour was present in person and introduced each feature of the program.

First Showing
at the Motor Shows of the
NEW NASH

TWIN-IGNITION EIGHT
TWIN-IGNITION SIX
SINGLE SIX.....

SUPERIOR PERFORMANCE!



THE 1930 NASH "400"

THEY are pioneers of progress,—the new 1930 Nash "400's" now on display at the Motor Show. ¶In these new cars—the Twin-Ignition Eight, Twin-Ignition Six and Single Six—Nash engineering has created motor cars so vitally improved you will know it instantly. ¶You will realize it fully when you see such features as the new Twin-Ignition Eight motor with its 9-bearing, integrally counterweighted crank-shaft and aluminum connecting rods; the new Twin-Ignition Six motor; the new cable-actuated, self-energizing 4-wheel brakes; automatic centralized chassis lubrication; the new flexible steel spring covers with sealed-in lubrication; the new built-in automatic radiator shutters; and the new "400" body designs with arched-in upperstructure. ¶If you want to see what is new in motoring, and what will be new for a long, long time to come, go to the Motor Show, and see Nash!

THE NASH MOTORS COMPANY
Kenosha, Wisconsin

(1465)

ALL CORD UNITS SHOW NET PROFIT IN 1929

E. L. CORD

New York, Jan. 9.—For the first time during the Auburn Automobile Company's period of expansion, every division and subsidiary operated at a profit during 1929, according to a statement issued today by President E. L. Cord.

"Four companies have been acquired by Auburn in less than three years," said Mr. Cord. "Only one of these was a profitable, going concern at the date of acquisition, but all of them had sound products and good plants that served to strengthen the position of the Auburn company in the automobile industry. Until these purchases had been made Auburn to a large degree was dependent upon outside sources for its production.

"Lycoming Manufacturing Com had a surplus when it was acquired and had always been one of the leading engine manufacturers. Limousine Body Company and Central Manufacturing Company both had deficits in their profit and loss account when acquired. Duesenberg, Inc., which was added to Auburn for the purpose of building the best automobile in America, operated at a loss during 1927 and 1928.

"This year all units turned in a profit. Duesenberg turned into the black in June and by the end of the year had made up a substantial portion of the loss entailed from its operations previously.

"As a result of this situation, together with the great increase in volume shown by Auburn, our earnings statement for the year ended November 30, 1929, to be published in February, will make a strong showing."

ALLEN ELECTRIC APPOINTS WOOLMAN SALES MANAGER

Kalamazoo, Mich., Jan. 9.—Allen Electric and Equipment Company today announced the appointment of Lynn F. Woolman as new general sales manager, succeeding Homer J. Rowling who has been made secretary of the company and a member of the board of directors. Mr. Rowling has been identified with the Allen interests since 1924, first as salesman, then as district sales manager, and for the last two years as general sales manager.

LINDE AIR PRODUCTS WILL EXHIBIT IN PHILADELPHIA

Philadelphia, Jan. 9.—The Linde Air Products Company and associated companies will occupy two booths at the heating and ventilating exposition in the Commercial Museum here January 27 to 31 inclusive. A "live" welding demonstration will be a feature of this exhibit.

ALBANY SHOW FEBRUARY 8-15

Albany, N. Y., Jan. 9.—The annual automobile show of the Albany Automobile Dealers' Association will be held in the Tenth Regiment Armory, February 8 to 15. The committee includes C. H. Toohey, president; A. M. Gahran, secretary and treasurer; W. A. Foskett, W. P. Carr, H. L. Sutherland, W. A. Carpenter, Lawrence Clark, H. A. Reyno, L. Y. Long.

DULUTH TO RENEW SHOW

Duluth, Minn., Jan. 9.—Duluth's first automobile show in several years will be held February 17 to 22 at the armory, according to announcement by the Head of the Lakes Automotive Trades Association, composed of Duluth and Superior automobile dealers.

CLASSIFIED ADVERTISEMENTS IN THE AUTOMOTIVE DAILY NEWS BRING RESULTS

SPARKS from DETROIT

Detroit's Own Show

* * *

The Graham

* * *

Highland Park

Fred Kingsbury—Detroit Editor

WANDERING through the corridors of the General Motors and Fisher Buildings for an hour today, I tried to catch sight of some of the officials of the automobile manufacturing companies, but was unsuccessful. It seems that, this year, every one of them is in attendance at the New York Automobile Show.

Then, calling at a number of the offices occupied by these officials, I discovered secretaries, office workers and stenographers wearing happy smiles. It seems they all had received word from their "bosses" in the Metropolis that the annual show was a huge success and orders were being booked at a rapid rate.

* * *

ALTHOUGH nearly all the executives are in New York they should have been in Detroit Monday. All of the new models have been placed on display at the showrooms of dealers in this city.

It was a rather difficult job getting through the corridors of the General Motors Building during the noon hour. Some of the General Motors products are on special display in the corridors, and others are shown in the salesrooms and, of course, every one desired to see and inspect them.

Keeping with the crowds around these displays as close as possible, I failed to hear an adverse comment. This proved to be true at all the other showrooms I visited in various sections of the city.

From this it may be deduced that the automobiles for 1930 are huge successes because those people who do not live in Detroit do not know how closely anything automotive is criticized.

* * *

THE shortening of the name Graham-Paige to just Graham on the name plates of all automobiles built by the three well known Graham Brothers—Joseph B., Robert C., and Ray A.—is causing a great deal of favorable comment in Detroit. Only two years ago these brothers acquired the old Paige-Detroit Motor Car Company and ever since that time they have been making rapid strides forward. They have one of the most modern automobile plants in the country and are making the most of their opportunities.

These brothers also made thousands of friends in Detroit recently when they announced they would do their utmost to so control production of motor cars that it would keep employment in their plants at as steady a level as possible. Things like this mean much to the city and its inhabitants.

* * *

WONDER what will become of Ford's old Highland Park plant?

This is a question frequently asked by visitors to Detroit who are not familiar with conditions in the city and the layout of its large factories.

At this time there are more than 10,000 employees in the Highland Park plant, which is occupied largely by the Briggs Body Company, as a huge sign on the John R Street entrance will attest. Activities are not slackening in this factory; instead they are growing.

Citizens of Highland Park also point with pride to the huge Chrysler plants where there is a great deal of activity throughout the year.

* * *

THE other day I was accosted by a friend from Buffalo whom I had not seen for some time, while walking through the subway between the General Motors and Fisher Buildings. He wanted to know "where all those fellows were going."

By those "fellows" he meant E. T. Strong, president of Buick; Charles F. Kettering and R. H. Grant, General Motors vice-presidents, and several other executives.

Evidently he thought there must be some special occasion. However, it was not, these executives were going either to the Recess Club or some of the restaurants for luncheon.

If a man desires to see automobile executives, he should station himself in the subway, between the hours of noon and 1 o'clock and in that hour he will see more automobile executives than he has ever seen before in so short a space of time.

The Only Automotive Business Paper to Gain in New York Show Lineage and Revenue

It is rather significant that Automotive Daily News should be the only business paper to carry more advertisers and more advertising in its 1930 New York Show issues than it did in the 1929 issues.

It also is significant that the New York Show lineage in 1930 exceeded the 1929 lineage, when all other business papers of similar nature show losses, some as high as 20 per cent.

The gain in lineage and revenue comes on the heels of the announcement that Automotive Daily News led all business papers for vehicle lineage for the entire year 1929.

For 1930 there are not only more new advertisers scheduled in this publication, but many of those who have been with us for years are increasing their lineage.

If you want to reach the automotive industry --- manufacturers, wholesalers and retailers of vehicles, jobbers of the better sort --- it would be worth while investigating this very sound, progressive, forceful and productive advertising medium.

Boston Show Issues	Chicago Show Issues	Minneapolis Show Issues
Jan. 18 to 26	Jan. 25 to Feb. 1	Feb. 1 to 8

Automotive Daily News

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Geo. M. Slocum, Mgr.
Fisher Building
Detroit, Mich.

J. Edward Schipper
Eastern Manager
Graybar Building
New York

BOSTON OFFICE
Metz B. Hayes, Mgr.
Little Building
Boston, Mass.

PACIFIC COAST
Blanchard, Nichols & Coleman
Am. Nat. Bank Building
San Francisco, Cal.

1930
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Automotive Daily News

"Of, By and For the Entire Automotive Industry"

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FRIDAY, JANUARY 10, 1930

ADVERTISING AND BUSINESS HEADQUARTERS

2716 Graybar Bldg., New York, N. Y. Telephone LEXington 6388
Harry A. Tarantous, Business Manager. J. Edward Schipper, Eastern Manager.
George M. Slocum, Manager Detroit Bureau, 427-8 Fisher Building, Detroit, Mich., phone Empire 3500: Willard R. Cotton, Western Manager, 333 North Michigan Ave., Chicago, Ill., phone Central 5936; Metz B. Hayes, New England Manager, Little Building, Boston, Mass.: Blanchard, Nichols & Coleman, American National Bank Building, San Francisco, Cal.: Lincoln Building, Los Angeles, Cal.: 1037 Henry Building, Seattle, Wash. **Address ALL advertising and business correspondence to 2716 Graybar Building, New York City.**

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Detroit Bureau—Fred Kingsbury, Editor, 427-8 Fisher Building, Detroit, Mich., phone Empire 3500. Contributing Editor, John C. Wetmore.

Mail subscriptions to **CIRCULATION DEPARTMENT**—C. H. Wilson, Manager.

1926 Broadway, New York, N. Y. Telephone TRAfalgar 4500
Subscription Rates—One year, $12.00: two years, $20.00, for United States and Canada. To Foreign Countries—One year, $15.00: two years, $26.00. Single copies, 10 cents.

Dissatisfaction

CHARLES F. KETTERING, that rara avis, a great engineer who has the knack of talking so that the ordinary layman can get the thread of his meaning, once remarked that "the successful engineer is one who is able to make the public dissatisfied with what it already has."

Year after year automotive engineers have been able to create enough of this dissatisfaction with what has been to force a percentage of the buying public to want the new products badly enough to pay cash for them. Unless we are greatly mistaken our engineers during the past year have done a remarkably good job of creating dissatisfaction. A trip through the present show at the Palace certainly stirs that feeling of "Gee, I'd like to have that." Not in every case is the wisher able to turn his wish into purchase, but the percentage should be high.

What with sixteen-cylinder engines, front-wheel drive cars, chassis with the new Lever engine, airplane engines under the hood, four-speed gearsets, silent second speeds, new bodies that are even more attractive than those of 1929, color schemes that are handled more harmoniously than ever before, it is hard to see how any car owner can come away from the show without feeling a more or less vague dissatisfaction with what had before seemed perfect. All this means that the automotive industry is an intensely alive and progressive commercial unit. The engineers are alert to embody improvements in their handiwork from year to year which will create a desire for the new vehicle.

It has been many years since we have noted so many really new and intriguing features in the new offerings of the industry, and, by the widespread dissatisfaction which these should create with the excellent former products, the building up of the coming buying season appears to rest on a solid foundation.

Getting Totether

IN his speech before the members and guests of the National Automobile Chamber of Commerce on Tuesday evening, George Graham remarked on the improved relations existing today between the manufacturing units of the industry and their dealer organizations.

There is no question that manufacturers and dealers today are closer to each other than they ever have been in the past. They are making an honest effort to understand each other's position in this somewhat complex situation.

The greatest cause of friction between factory and dealer always has been the latter's feeling that he has been asked to take more cars than his territory would absorb on a business-like basis. There have been other points of issue between the two divisions, but, if this question of the size of quotas had been eliminated, the rest of the trouble would have been negligible.

We believe that in 1930 automobile factories generally are going to try earnestly not to ask their dealers to sell more cars than can be disposed of on a sound business basis. Undoubtedly dealers and sales managers are going to have differences of opinion in many cases. Nevertheless we believe that sales officials are going to give their dealers a fair and unprejudiced hearing when differences arise.

Granting that all this is so, it is up to dealers thoroughly to analyze their territories and to be able to present a complete picture of their individual situations. No dealer can appear before a sales manager and make a blind kick on the number of cars assigned him. He must present a lucid and convincing analysis of his territory if he expects to get the attention he craves. There never was a time when the automobile dealer needed a clearer understanding of his territory, his business and his prospects.

At and Around the Show

NEW YORK, Jan. 9.—Vincent Bendix is stopping at the Biltmore for the show. Mr. Bendix only recently returned from Europe and he brings with him a most optimistic report of the opportunities for American export trade. He believes expansion in this field during the next few years is going to be tremendous. Mr. Bendix also brought back with him a magnificent Hispano-Suiza with a new brake wrinkle, which his organization will pass on to America.

* * *

Bill Sturm of Indianapolis drove into town the other day behind a brand new automotive power plant, a Cummins Diesel type engine. Bill has driven back and forth across the country behind all sorts of engines, but he swears this was the most interesting jaunt he ever took. The fuel used from Indianapolis to New York cost only about $2 and the engine, which had been fitted in an old chassis, was actually a marine job that had been altered to drive the highway vehicle. It is proposed to put out these Diesels for truck and bus service and later for passenger vehicles.

* * *

Clayt Hill of Detroit is in town for the show and he made one of the speeches at the Metropolitan Section S. A. E. dinner the other night on "Body Trends in 1930." One of his cheerful friends suggested a post-graduate course in body design including a course of study at George White's "Scandals," "The Little Show," and various other institutions of the higher learning along Broadway.

* * *

Bill Stout of the Ford airplane division is in town for the week. In fact a New York show would scarcely be official without Bill Stout's presence to give it standing. For those who do not realize the progress of air tansportation, fifteen minutes in Bill Stout's company will do more to make them air-minded than any other experience we can think of. Where most people take the attitude that the air transport age lies just ahead, Stout knows that it is here and he will convince any skeptic.

* * *

The Franklin boys are wondering if their handsome sales director, J. E. Williams, will develop a Hollywood complex now that one of the picture agencies has been chasing him all over the hotel to get his photograph.

COMING EVENTS

JANUARY

4-11—**New York.** National Automobile Show.
6-11—**East Orange, N. J.** Orange and Maplewood Automobile Show.
8-11—**Flint, Mich.** Automobile show.
9 —**New York.** Society of Automotive Engineers' Annual Dinner.
11-18—**Atlantic City, N. J.** American Road-builders' Association Convention.
11-18—**Philadelphia, Pa.** Automobile show.
11-18—**Buffalo, N. Y.** Automoolie Dealers' Association Show, 174th Regiment Armory.
11-18—**Newark, N. J.** Automobile Trade Association Annual Show.
11-18—**Milwaukee, Wis.** Automobile show.
12-18—**Cincinnati, O.** Automobile show.
14-17—**Lexington, Ky.** Automobile show.
18-25—**Baltimore, Md.** Automobile show.
18-25—**Brooklyn, N. Y.** Motor Vehicle Dealers' Association Automobile Show.
18-25—**Harrisburg, Pa.** Annual Automobile Show of the Harrisburg Automotive Trade Association.
18-25—**Hartford, Conn.** Automobile show.
18-25—**Pittsburgh, Pa.** Automobile show at Motor Square Garden.
18-25—**Montreal, Canada.** Automobile Trade Association National Eastern Canadian Motor Show.
18-25—**Louisville, Ky.** Automobile show.
18-26—**Boston, Mass.** Annual Automobile Show.
18-26—**Los Angeles Cal.** Seventeenth Annual Automobile Show.
20-24—**Montreal, Can.** Garage and shop equipment show.
20-25—**Wilkes-Barre, Pa.** Automobile Show.
20-25—**Huntington, W. Va.** Automobile Show.
20-25—**Nashville, Tenn.** Automobile show at Hippodrome.
20-25—**Rochester, N. Y.** Automobile show.
20-25—**Springfield, Mass.** Automobile show.
21-24—**Detroit, Mich.** Society of Automotive Engineers' Annual Meeting.
25-Feb. 1—**Chicago.** National Automobile show.
25-Feb. 1—**Washington, D. C.** Automobile Show.
25-Feb. 1—**Cleveland, O.** Show at Public Auditorium, auspices of Cleveland Automobile Manufacturers and Dealers' Association.
26-Feb. 1—**Columbus, O.** Automobile Show.
27-28—**Chicago.** National Automobile Dealers' Association Convention.
27-Feb. 1—**Portland, Me.** Automobile Show.
27-Feb. 4—**Jersey City, N. J.** Hudson County Automobile Dealers' Show.
29-31—**Cleveland, O.** Ohio Association of Commercial Haulers' Convention.
29-Feb. 1—**New Haven, Conn.** Automobile show.
29-Feb. 1.—**Lawrence, Mass.** Automobile Show.
30-Feb. 1—**Bristol, Conn.** National Guard, Company L. Automobile Show.

FEBRUARY

1- 8—**Minneapolis-St. Paul.** Automobile show.
1- 8—**San Francisco.** Pacific Automobile show at Civic Auditorium.
3- 8—**Cumberland, Md.** Automobile show.
3- 8—**Ottawa, Canada.** Motor show.
3- 8—**Scranton, Pa.** Automobile show.
3- 8—**Syracuse, N. Y.** Automobile Show.
3- 8—**Toledo, O.** Automobile show.
3- 8—**Wichita, Kan.** Automobile show.
4- 8—**Peoria, Ill.** Automobile show.
4- 9—**St. Louis, Mo.** Automobile Show.
8-15—**Albany, N. Y.** Automobile show at State Armory.
8-15—**Los Angeles, Cal.** Automobile Salon.
8-15—**Kansas City, Mo.** Automobile show.
8-15—**Allentown, Pa.** Lehigh Auto Trade Association Automobile Show.
10-15—**Indianapolis.** Automobile show.
10-15—**Denver, Col.** Automobile show.
10-16—**Sheboygan, Wis.** Automobile Show.
11-13—**Spartanburg, S. C.** Automobile Show.
12-15—**Mankato, Minn.** Automobile Show.

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PASSENGER, COMMERCIAL CAR COMPANY FINANCIAL DATA

COMPANY	Funded Debt	Outstanding Preferred (Amount)	Outstanding Common (Shares)	Dividend	Market Price—Common Dec. 31 1929	Dec. 31 1928	1929 High	1929 Low	Net Income 9 Mo.1929 Total	Per Sh. Common	Est. Per Sh. Net '29	Notes
Auburn	$950,000	None	166,329	*4	199¾	130	514	120	†$2,958,219	†$17.79	$22.50	*Plus 8% in stock. †Nine mos. ended Aug. 31.
Chrysler	$56,429,000	None	4,452,615	3	36½	132¼	135	26	24,730,400	5.55	6.00	
Durant	None	None	1,852,419	None	5	13½	20	3⅝	.....	....	....	
Ford of Canada	None	None	1,635,824	None	32¼	*680	69¼	15	.....	....	3.25	*Old stock, before 20 for 1 split.
Franklin	None	$5,520,683 7%	299,375	2	21	36⅜	46	21	*1,417,937	*3.98	4.00	*First seven months.
General Motors	None	$131,462,000 7% $3,454,000 6%	43,500,000	*3	40½	81½	91¾	33½	215,792,135	4.96	5.50	*Plus extras.
Graham-Paige	$2,750,000	$5,476,900 7%	1,726,541	None	9⅞	53	54	7⅛	1,396,344	.65	.50	
Hudson	None	None	1,596 660	5	58¼	91½	93½	38	13,443,200	8.42	8.50	
Hupp	None	None	1,440,317	*2	21¼	80⅜	82	18	3,237,441	2.25	3.00	*Plus extra in stock.
Jordan	$1,343,700	$925,250 7%	450,000	None	2¼	16	16½	1½	133,041	.29	....	
Marmon	$250,000	$1,000,000 7%	260,000	4	24⅞	83	104	19	*1,150,282	*4.29	4.50	*Six mos. ended Aug. 31, 1929.
Moon	None	None	100,000	None	3¼	6¾	5	1½	.....	....	....	
Nash	None	None	2,730,000	6	53⅞	98½	118⅞	40	13,786,500	*6.60	....	*Year ended Nov. 30, 1929.
Packard	None	None	15,000,000	1	16¾	†150	32½	13	*25,183,000	*1.68	....	*Year ended Aug. 31, 1929. †Before 5 for 1 split.
Peerless	None	None	258.589	None	6½	29⅜	22½	5⅛	.....	....	....	
Pierce-Arrow	$352,000	$8,000,000 6%	*197.250	None	22⅛	29⅜	37⅞	18	2,456.673	3.72	4.00	*"A" shares.
Reo	None	None	2,000.000	*.80	11⅞	29½	31⅞	10⅛	2,093,655	1.05	1.25	*Plus extras.
Studebaker	None	$6,970,000 7%	1.960.178	5	43	78¼	98	38¼	11,469,198	6.72	7.00	
Stutz	$689,000	None	400,000	None	1⅞	32⅞	34	1	.....	....	....	
Willys-Overland	$4,000,000	$15,746,700 7%	3,000,000	*1.20	7½	33	35	5¼	4,841,500	1.35	1.00	*Plus extras in stock.
Brockway	$250,000	$2,290,500 7%	219,081	3	16½	70	73⅞	14	*548,451	*2.41	3.00	*First six months.
Checker Mfg.	None	None	375,000	4.20	37⅝	50	80¾	18	3,538,314	9.43	11.00	
Fageol	$561,500	$840,500 7%	2,000,000	None	2¼	4⅝	6¾	1¾	280,579	1.18	....	
Federal	$959,000	None	499.543	.80	9	20	22⅜	5	*315,771	*.63	1.25	*First six months.
Mack	None	None	755.625	6	70	108½	114¾	55⅛	5,932,359	7.85	9.00	
Paramount	None	None	250,000	2.40	13⅜	*	43¾	6	†1,115,981	4.86	....	*Not listed. †Year ended Sept. 30.
White	$2,400,000	None	800,000	2	31⅜	41	53½	27¼	*1,404.600	*1.75	3.00	*First six months.
Yellow T. & C.	None	$5,000,000 7%	*1,300,000	None	*14	*42¼	*51¼	*7½	853,068	.05	....	*"B" stock.

ACCESSORY, EQUIPMENT AND RUBBER COMPANY DATA

COMPANY	Funded Debt	Outstanding Preferred	Outstanding Common	Dividend	Market Price—Common Dec. 31 1929	Dec. 31 1928	1929 High	1929 Low	Net Income Total	9 Mos.'29 Per Sh. Common	Est. Per Sh. Net '29	Notes
Allis-Chalmers	$15,000,000	None	1,144.000	3	51¼	*190	75½	35¼	$3,379,000	$2.95	$4.00	*Old stock.
American Bosch	None	None	207.399	None	41	41⅛	76½	27	930.000	4.47	5.50	
American Chain	$5.568.000	10,946,800 7%	250,003	3	35⅝	29⅞	49⅝	16¼	1,825,107	5.27	7.00	
Bendix Aviation	None	None	2,115,000	2	36⅞	*110	104⅝	25	6,893,000	3.26	4.00	*Old stock.
Bohn Aluminum	$1,905,100	None	352,198	*3	53½	†114	136¾	37	2,475,000	7.03	9.50	*Plus extras. †Old stock.
Borg-Warner	None	3,500.000 7%	1,230,965	4	34	....	86⅞	26	*6,930.959	*5.63	6.00	*First eleven months.
Briggs Mfg.	None	None	2,003.225	None	15⅝	59¼	63¼	8½	3,310,421	1.65	1.50	
Briggs & Stratton	None	None	300.000	2	20½	*	43½	17⅜	1.254.912	4.18	5.00	*Not listed.
E. G. Budd	$2,735,500	7,441,100 7%	1,031.352	*1	9⅞	....	22⅞	8⅛	†1,534,637	†1.16	1.50	*Plus extras. †First seven months.
Budd Wheel	None	1,240,100 7%	902.060	1	8⅞	....	12½	7¾	1,676.695	1.76	....	
Bullard	None	None	276.000	2	31¾	*135	54¾	25	†598.436	†2.17	4.00	*Old stock. †First six months.
Chi. Pneu. Tool	$2,744,000	†188.000	199.469	None	24¼	*174	47½	21⅞	1,058,000	2.38	....	*Old stock. †No par shares.
Clarke Equip.	None	1,214.900 7%	250.000	3	34	*	61⅞	25	1.210.000	4.84	....	*Not listed.
Continental Mots.	None	None	2,113,014	.80	6½	19	23⅜	6¼	*710,735	*.33	....	*Year ended October 31.
Eaton Axle & S.	$750,000	None	300.000	3	27¼	62	76¾	18	1,323.000	4.41	5.00	
Elec. Auto-Lite	None	4.157,300	930.363	6	85	136	174	50	9,615.000	10.61	11.00	
Elec. Stor. Bat'ry	None	31,400	890.169	5	72	86⅛	104½	55	*	*	7.50	*Not available.
Evans Auto-Load	None	None	239.700	*2½	22	61	73¾	15	281.121	3.26	....	*Plus 4% in stock.
Gabriel Snub.	None	None	200.000	None	6	24½	33⅞	5	Nil	Nil	Nil	
Hall Lamp	None	None	400.000	2	15	23⅛	20⅞	10	1.036.000	2.59	....	
Hayes Body	None	None	312,120	*8%	7	....	68¾	5½	135.528	.27	.75	*Stock.
Houdaille-Hersh.	None	None	*522,977	*2	*19	....	*52¾	*13	*2,877,925	*4.86	*5.50	*"B" stock.
Kelsey-Hayes	None	4,021,500 7%	749.454	2	22½	49¾	59¾	18⅝	*1,976,000	*2.45	4.50	*First six months.
Link Belt	None	4,000,000	709,028	2.60	40	*	61	37¾	2,431.322	3.15	4.40	*Not listed.
Marlin-Rockw'l	None	None	364.145	*2	40	76	89⅞	30	1,991.000	5.87	7.00	*Plus extras.
Mengel Co.	$3,400,000	3,360.300	320.000	2	15½	28¾	34⅞	9	1.068.480	2.78	....	
Midland Steel	None	9,693.000 8%	50,000	*6.88	75¼	105	123½	46	3,229.000	26.61	29.00	*Including extras.
Moto-Meter G&E	None	None	512.900	None	5⅝	24¾	31⅜	3¼	*142,272	*.28	1.00	*Third quarter only.
Motor Products	None	None	197.366	*10	55½	†180	142	36	2,200,000	11.15	13.00	*Including extras. †Old stock.
Motor Wheel	None	None	825,000	*2	26⅜	42⅜	55	21	3,305,000	4.01	5.25	*Plus extras.
Mullins Mfg.	None	3,000.000	100.000	None	12¾	77	81⅞	10	475,000	3.17	4.00	
Murray Corp.	$3,312,100	217,400	758.928	*2	19½	73¾	100⅞	14⅞	†1,632,676	†3.02	3.00	*Payable in stock. †Six months.
Perfect Circle	None	None	162 500	2	34	50	65	28	769,084	4.68	5.75	
Pines Winterfrn't	None	None	305,000	3	*42	185	*67½	*42	†	†	....	*New stock. †Not available.
Raybestos-Man.	None	None	677.012	2.60	32⅞	*77	58½	28	3,398.530	5.02	6.00	*Old stock.
Reynolds Spring	$881,500	123.600 7%	495,200	None	4⅛	10⅜	12¼	3⅜	186.050	.37	....	
Ross Gear	None	None	150,000	3	30¼	17½	56½	30¼	*436,336	*2.91	5.50	*First six months.
Sparks-With'gt'n	None	589,900 6%	647.760	1	17½	*180	73	13⅛	†1,724,000	†2.53	....	*Old stock. †Four months ended Oct. 31, 1929.
Spicer	None	*100.000	357.750	None	21⅞	50	66¼	20⅛	2,356.000	5.96	6.50	*No par shares.
Stewart-Warner	None	None	1,273,368	*3.50	38¼	†123	77	30	6,426,000	5.15	6.50	*Plus extras. †Old stock.
Thompson Prods.	None	473,300	262.660	*2	23¼	....	69¾	18	1,138,000	4.25	5.00	*Including extra.
Timken-Detroit	None	3,697.000 7%	992,096	*.60	14¾	30	34⅞	11½	†880,708	†.76	1.75	*Plus extras. †Six months.
Timken Roll. B.	None	None	2.401.764	3	77⅝	*143	139⅜	58½	12,180.877	5.06	6.00	*Old stock.
Trico	None	None	675.000	2.50	30½	42⅜	63	30	1,814.000	5.37	5.50	
Triplex	None	*14.865	181.905	None	5⅞	21¾	33½	5¾	†	†	....	*No par shares. †Not available.
Watson, J. W.	None	None	200,000	None	2⅝	14⅛	14¼	¾	.....	....	....	
Wilcox-Rich.	None	$2,448.200	†328,620	*2	20¼	....	62	12⅜	1.289.962	3.65	4.25	*Plus 5% in stock. §"A" stock. †"B" shares.
L. A. Young S&W	$645 905	None	330.000	3	37½	53½	59¾	33½	2.076.000	5.03	6.00	
Ajax	$1,673,000	None	880.330	None	1⅜	10⅜	11¼	1	.....	....	....	
Firestone	$22,000,000	60,000,000 6%	2.239.860	1.60	25⅛	*230	37	24½	†7,726,870	†3.40	....	*Old stock. †Year ended Oct. 31, 1929.
Fisk	$17,799,000	23,100,700 7%	1,704,392	None	3¼	16⅜	20⅛	2⅛	.....	....	....	
General T & R.	None	3,360,100 6%	2,066.850	4	290	277	298	236	*1,970.000	*21.38	....	*Year ended Nov. 30, 1929.
Goodrich	$22,072,000	32,720,000 7%	1,053,638	4	42	103½	105¾	38¼	*5,070.000	*4.09	6.50	*First six months.
Goodyear	$58,470,000	†791,347	1,369,995	5	61½	133⅜	154½	60	*12,633.900	*7.02	11.50	†No par shares. *First six months.
Kelly-Springf'ld	None	2,950,000 6% 5,264,700 3%	1,036,840	None	3¼	23½	24	3	.....	....	....	
Lee	None	None	300,000	None	6	23⅛	25	5	*485,930	*1.61	....	*Year ended Oct. 31, 1929.
Miller	None	11,277,300 8%	260,300	None	4	26	28⅞	3¼	.....	....	....	
Seiberling	$299,500	1,517,900	243,849	None	9⅞	59	65⅞	9	.....	....	....	
U. S. Rubber	$101,572,400	65,109,100	1,464,371	None	24	46¾	65	15	*569,000	*.87	....	*First six months.

Domestic Truck Sales in Eleven Months Gain 55%

(Continued from Page 1)

history of the industry and indications are that the final returns for the twelve months will show registrations in the United States of around 525,000, an increase of more than 50 per cent. over the total of 1928.

Although the November sales declined 16,258, or 32 per cent., from the October total, the rate of increase, 22 per cent., over the corresponding month of 1928 was the same as in October.

Among the leading makes of trucks, ten showed larger sales in November, 1929, than in the corresponding month of the preceding year. These were Ford, Chevrolet, Whippet, Brockway-Indiana, Federal, Stewart, Autocar, Diamond T, Fargo and Willys-Knight. Sales of the Sterling truck were the same in November as in the preceding November.

Following are the comparative 1929 and 1928 November registrations for the fifteen leading sellers:

	November 1929	November 1928
Ford	15,637	9,738
Chevrolet	9,600	7,673
Dodge	1,716	*2,515
International	1,598	1,849
G. M. C.	769	1,175
Reo	688	1,003
White	443	478
Whippet	416	243
Mack	399	490
Brockway-Indiana	303	257
Autocar	241	218
Diamond T	235	208
Fargo	219	144
Federal	208	224
Stewart	131	115
	32,603	26,330

*Graham at that time.

Following are the sales of the ten leading makes of commercial cars for the first eleven months of 1929:

Ford	212,102
Chevrolet	155,420
International	30,042
Dodge	27,189
G. M. C.	13,594
Reo	12,675
Mack	6,539
White	5,690
Whippet	5,640
Brockway-Indiana	4,318

WILL SUBSTITUTE BUSES FOR TROLLEYS IN JERSEY

Trenton, N. J., Jan. 9.—The Board of Public Utility Commissioners has approved the application of the Public Service Co-ordinated Transport for the suspension of street railway service on its Middlesex line in Raritan township and the borough of Metuchen, and also approved municipal consents to substitute bus service.

Dealer Activities

Syracuse, N. Y., Jan. 9.—The Ackerman Motor Car Company, Inc., 737 West Genesee St., distributor of the Franklin car, has increased its sales territory. The territory now extends north to Ogdensburg, west to Seneca Falls, south to Ithaca and east to Little Falls.

Lincoln, Neb., Jan. 9.—Chapman Motor Company, 19th and O Streets, has been appointed distributor for the new Marmon line. This new distribution connection for Lincoln and the entire South Platte territory comprises nearly thirty counties. John O. Chapman, president of the company, has been in the automobile business in Lincoln for fifteen years. The Chapman company also has a sales and service branch at Fairbury, Neb.

Boston, Mass., Jan. 9.—Lincsott Motor Company, distributor of Reo cars and trucks, was moved into a new building at 870-872 Commonwealth Ave.

Utica, N. Y., Jan. 9.—The Cole-Chevrolet Motors has taken possession of its new used car dsiplay rooms at 324 Lafayette St., in the Graham-Paige Building, formerly occupied by the Ireland Motor Sales Company. The personnel of the used car salesroom includes Irving J. Cole, president; John B. Wilson, secretary and treasurer and used car manager.

Newark, N. J., Jan. 9.—The Stallworth Motor Company, located at 98 Branford Place, has been appointed an authorized Ford dealer. The Stallworth concern is actively headed by John C. Stallworth, twelve years in the business. H. N. Asbury is manager.

Cumulative New Commercial Car Registration Table, December, 1929

States	Autocar	Brockway-Indiana	Chevrolet	Diamond-T	Dodge	Dover	Fargo	Federal	Ford	G. M. C.	International	Mack	Pierce-Arrow	Relay	Reo	Republic	Rugby	Sterling	Stewart	Studebaker	Whippet	White	Willys-Knight	Miscellaneous	Totals	States
Illinois	4	5	150	33	29	1	4	2	281	26	59	11	1		12			4	3		10	5		48	688	Illinois

Final Revision, Complete New Commercial Car Registration Table, November, 1929

Some of this data has been published previously, but it is given here complete for the convenience of our subscribers.

Returns for today: Alabama, Colorado, Mississippi, Tennessee and Texas

States	Autocar	Brockway-Indiana	Chevrolet	Diamond-T	Dodge	Dover	Fargo	Federal	Ford	G. M. C.	International	Mack	Pierce-Arrow	Relay	Reo	Republic	Rugby	Sterling	Stewart	Studebaker	Whippet	White	Willys-Knight	Miscellaneous	Totals	States
Alabama		10	1465		91		8	36	1064	64	264	7			19	3	1		3	8	48	19	1	10	3121	Alabama
Arizona			68		16	1	3		118	2	9				3		2					6	1	1	230	Arizona
Arkansas			252	1	7		1		302	1	23	1		1	7						8	2		2	608	Arkansas
California	15		395	4	161	2	10	19	1274	67	26	36			83	5	13	25	2	15	4	33	3	97	2289	Calif.
Colorado			93	1	21		4	1	153	10	10				9		3				4	6	1		316	Colorado
Connecticut	11	8	140	12	43	6	5	7	199	25	23	32			36	1			8	5	7	10	1	17	596	Conn.
Delaware		3	19		4		1		38	2	2														69	Delaware
Florida		2	163		11	3			247	1	9	1			5						3	2			447	Florida
Georgia		2	115		9		1	2	179	12	17				7				1	1	4	7			357	Georgia
Idaho	1		51		12			1	78	2	11				3	2	1	1			3	2		2	170	Idaho
Illinois	3	2	173	20	59	1	10	5	620	31	68	6	1		30				3		16	12		94	1154	Illinois
Indiana		9	111	1	30	4	1	1	206	9	29	1		4	9		1		5	2	6	2		1	432	Indiana
Iowa			202		18	3	5		200	8	46				7		2				9		1	1	502	Iowa
Kansas		1	62	1	9		2		121	1	13				6	1			1	1	3	2		1	225	Kansas
Kentucky			168	23	22		1		206	14	38	3		1	11		1		2		8	4	1	11	514	Kentucky
Louisiana		1	189		17			1	301	1	29				6					3	5	7		3	563	Louisiana
Maine			41	1	14	1			86	3	10				10		2	5		2	5			1	181	Maine
Maryland	4	8	92	9	30	2	2	2	159	17	17	14			11	1			1	1	2	20	2	6	400	Maryland
Mass'setts	22	16	192	10	99	4	17	3	466	42	59	34		1	46		2	9	2	6	4	21		22	1077	Mass.
Michigan			135	2	32	1	3	4	505	14	40				18	1	1				3	3		7	769	Michigan
Minnesota			197	3	28	2	6	1	369	9	74				16					2	18	5	2	7	739	Minn.
Mississippi		1	190		5		2	1	233	3	32				2						8				477	Mississippi
Missouri	3	12	251	17	63	1	8	2	529	36	49	16			10	2	4	3		4	16	12		12	1050	Missouri
Montana	3		34		10		4	1	49	1	12										2	2		1	119	Montana
Nebraska			116	2	7		1		211	4	23	1			7			1			9	1		1	384	Nebraska
Nevada			8		4				20	1	1													1	35	Nevada
New Hamp.		1	37	1	6			2	86	5	8	1	1		5		1		1		1			1	157	N. Hamp.
New Jersey	22	11	254	14	75		8	36	436	32	27	36		3	24		7	7	4	4	8	28	10	41	1087	New Jersey
New Mexico			86		5		1		80	4					1		1				2				180	New Mex.
New York	41	111	462	69	181	4	39	15	1189	105	92	85	2	8	79		3	12	36	11	23	71	2	52	2692	New York
N. Carolina	2		163		28	1	1		229	11	7	1			2	1			1		9	2		7	465	N. Carolina
Nor. Dakota			54		6		1		61	1	19				1		1				5				139	Nor. Dak.
Ohio	8	31	365	8	76	2	7	15	761	39	74	4		1	38	2	2	1	4	2	34	44	11	45	1574	Ohio
Oklahoma			283	1	54	1	8	5	386	8	39	8			17					1	13	5		1	830	Oklahoma
Oregon	3		90		13		4	4	171	10	7	4			3		3	2			1	5		13	333	Oregon
Penn'vania	76	60	651	23	245	11	29	19	1452	74	151	84		15	86	4	7	28	45	16	44	68	7	82	3277	Penna.
Rh. Island	12	2	40	1	18		2	8	97	9	12	7			13			4	6			4		7	242	Rhode Isl.
So. Carolina			137		7		4	1	130	7	7				1					1	1	1		2	299	S. Carolina
So. Dakota			70		6		1		50		32				3						9				171	S. Dakota
Tennessee		4	135		11			7	152	13	45	6			1	1	1				5	3	1	3	388	Tennessee
Texas			779	1	49		6	3	885	27	85	2		2	24		7			6	21	11	1		1909	Texas
Utah			32		4		1		117	6	5				4		1					2		1	173	Utah
Vermont			19		8		2	3	42	2	11	1			1				1	1	1	1		1	94	Vermont
Virginia	1	3	658		32		3	1	671	7	17			1	5	1	1			1	21	5		3	1431	Virginia
Wash'ton			57		8	2	2		153	5	7	4			4		2			1	1	4		4	254	Wash'ton
W. Virginia		5	80	2	29	1	2		135	9	12	1		1	4	1			1		3		1	2	289	West Va.
Wisconsin			157	6	19	4	2	2	276	6	27	2			7			1	4	4	16	6		10	549	Wisconsin
Wyoming			30		9				50		6.				1						3				99	Wyoming
Dist. of Col.	14		19	2	5	1	1		95	9	4	1		1	3		1	1				5		8	170	Dist. Col.
1929 Totals	241	303	9600	235	1716	58	219	208	15637	769	1598	399	4	39	688	26	71	100	131	98	416	443	46	581	33626	1929 Totals
'29 (11 mos.)	2797	4318	155420	3430	27189	300	3203	2731	212102	13594	30042	6539	485	629	12675	403	1117	1488	2064	1530	5640	5690	553	9557	503496	11 mos. T'l
1928 Totals	218	*257	7673	208	**2515		144	224	9738	1175	1849	490	62	52	1003	42	95	100	115	128	242	478	38	670	27516	1928 Totals
1927 Totals	159	*194	8589	101	**3207			257	1444	825	1007	378		28	799	63		58	97			473		1155	18834	1927 Totals
1926 Totals	158	*192	4920	85	**3196			310	10840	157	879	456		35	764	75		33	88			530		1107	23825	1926 Totals

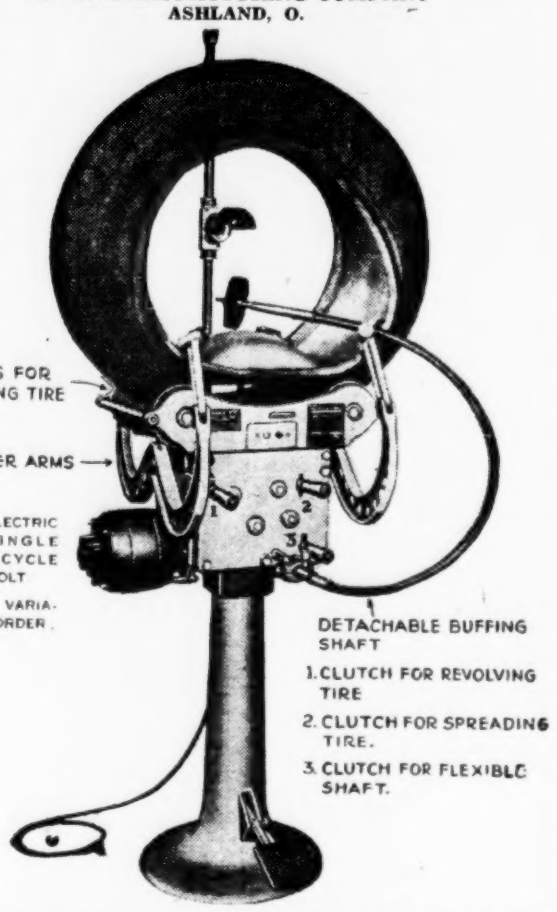
Footnote: Ruggles and Yellow are included in the Miscellaneous Column during 1926, 1927 and 1928. *Including Indiana. **Graham at that time.

Figures in this table are from R. L. Polk & Co. of Detroit, with exception of Illinois, which are supplied by the Robinson Advertising Service, Springfield, Ill., and New Jersey, which are furnished by the New Jersey Motor List Co., New Car Division, Trenton, N. J. Readers desiring county, city or town lists, or lists of owners in any given section, may obtain these by addressing any of these three companies.

Commercial Car Registrations do not include buses.

In Equipment and Accessory Section at N.Y. Show

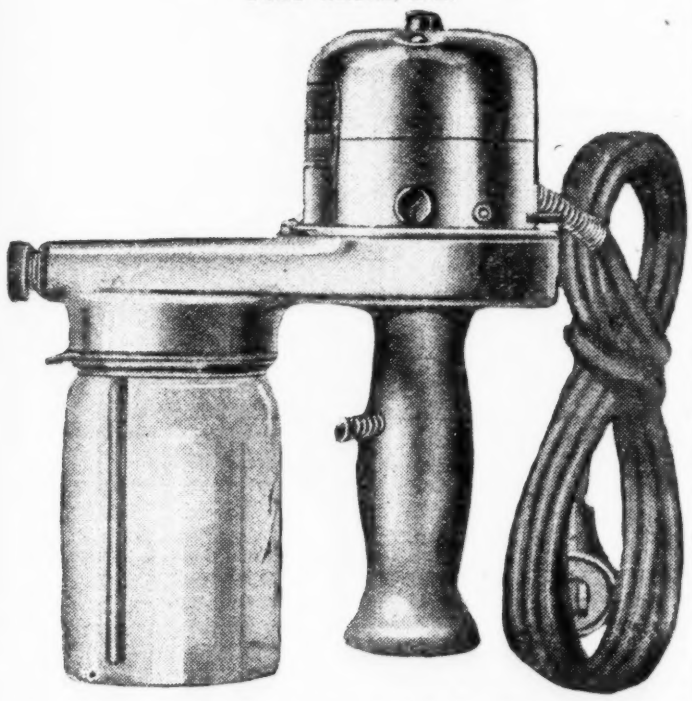
ELITE MANUFACTURING COMPANY
ASHLAND, O.


ROLLERS FOR REVOLVING TIRE
SPREADER ARMS
GENERAL ELECTRIC MOTOR SINGLE PHASE-60 CYCLE AC-115 VOLT
NOTE ANY VARIATIONS ON ORDER.
DETACHABLE BUFFING SHAFT
1. CLUTCH FOR REVOLVING TIRE
2. CLUTCH FOR SPREADING TIRE.
3. CLUTCH FOR FLEXIBLE SHAFT.

Elite Manufacturing Company of Ashland, O., is making a tire inspection and repair machine known as the No. 556. The machine automatically spreads the tire to the desired point and automatically throws itself out of gear at the maximum and minimum points of travel. It rotates the tire in either direction, either continuously or intermittently at the will of the operator, making a complete revolution in fifteen seconds.

An important function of the new tool is to spread the tire for the inspection for breaks in the carcass. Once located, the machine is stopped, the foot pedal depressed thus elevating the center of the tire. At this point the operator is ready for the buffing shaft, conveniently operated by clutch. The machine is sold complete without the buffing shaft gears and clutch. These can be added at will, at a cost of $40. The machine sells for $135. Standard equipment includes a General Electric motor A. C. 60 cycle, 115 volt single phase. Variations from this can be had on special order.

O. K. MACHINE COMPANY, INC.
FORT WAYNE, IND.



The O. K. Machine Company, Inc., Fort Wayne, Ind., is showing an electric motor-driven air spray gun known as the O. K. Spra. This gun is featured by a positive control of the air. It stops and starts the flow under full pressure the same as a compressed air unit. The gun can be used for painting, spraying, dusting or blowing. It is furnished complete with 110 volt universal motor with fifteen feet of heavy rubber insulated extension cord, protected at the entrance to the motor by heavy duty spring protector and fitted with Belden non-breakable attachment plug.

The makers state that the O. K. Spra takes the place of heavier and more expensive outfits for many kinds of work. With the 110-volt universal motor, it sells for $35. An additional charge of $1 is made for special voltages.

NEW YORK MEETING TODAY OF SAFETY UNIT LEADERS

New York, Jan. 9.—The executive committee of the National Conference on Street and Highway Safety will meet tomorrow at the National Automobile Chamber of Commerce headquarters, 366 Madison Ave. The session opens at 9.30 a. m.

REMINGTON-RAND
New York City

During the past year Remington-Rand has added a number of items to its list of systems, machines and equipment. The Remington-Rand line finds a place in many automotive salesrooms, factories and other branches of the business. The following are some of the important new offerings by Remington-Rand:

The Aristocrat IV. is a new and complete line of vertical files. These are in four-drawer height and medium price range. There are twenty-one stock numbers in the line and a complete array of substitute drawers makes almost any assembly desired available from stock.

The Remington No. 25 accounting machine was placed on the market recently. This advanced machine is equipped with dual cross-footing totals, which make it possible to cross-foot quantities and amounts on one-line entry. These totals may be transferred from one cross-register to another in a single operation. It is adaptable to accounts receivable and accounts payable ledger posting and will furnish proof of pick-up through its star clearance mechanism. The Remington 25 fits into scores of applications, including trust accounting and brokerage accounting, and will open up many new markets.

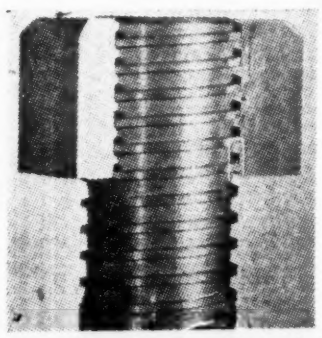
The new Remington Fanfold continuous form biller is adapted to five models of Remington accounting machines and typewriters. Any multiple forms involving from two to twelve copies can be produced more economically with this machine. Its applications cover a wide field: Billing, order writing; sales, purchase and shipping production orders; bills of lading, receiving records, stock requisitions, etc. It is being sold to banks, brokers, public utilities, storage warehouses, laundries, hotels, insurance companies, newspapers, and, in fact, every line of business.

Four new products were introduced during the year by the Safe-Cabinet Division. The Safe-Ledger tray and the Safe-Ledger desk have proven innovations in the office equipment field which have met with hearty acceptance.

DARDELET THREADLOCK CORP.
NEW YORK CITY

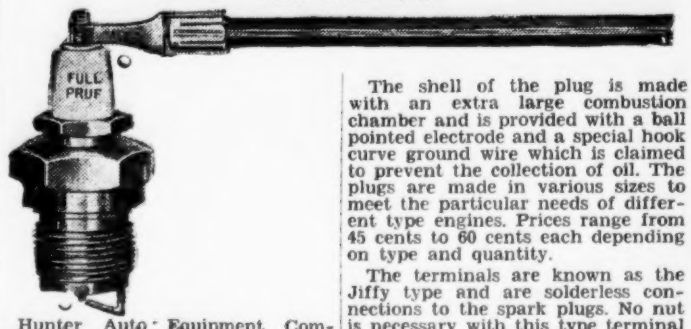
The exhibit of this company, whose headquarters are at 120 Broadway, New York, features the Dardelet self-locking screw thread for screws, bolts and nuts. The Dardelet thread resembles the Acme standard square thread in appearance, but while in the Acme there is a clearance between thread crest and the corresponding bottom of the groove and close contact between the sides of the thread, the thread crest of the Dardelet and its corresponding groove bottom contact, and there is considerable end play between the sides of the thread.

The locking portion of the Dardelet thread lies at the root of the bolt thread and the corresponding crest of the nut thread. Until the nut seats itself, it can be turned freely with the fingers, but when set against a resisting surface, further turning of the nut forces the tapered face of the nut thread along the corresponding bolt-thread face taper with a wedging action. This causes the tapered bolt-thread faces to be elastically compressed and those of the nut to be elastically expanded. Hence, shaking of the nut on the bolt tightens its hold thereon instead of loosening



it, as is the case in an ordinary bolt and nut assembly. The Dardelet thread therefore makes the use of locking nuts or lockwashers unnecessary.

HUNTER AUTO EQUIPMENT CO.
NEW YORK CITY



Hunter Auto Equipment Company, New York city, is showing a line of spark plugs and terminals. The spark plug is known as the Full Pruf and is featured by a removable core. The plug has a one-piece stud spot welded to special electrode wire capable of withstanding 2,200 deg. Fahr. threaded and baked in the core. The construction of the plug is claimed to be such that allowance is made for expansion and contraction.

The shell of the plug is made with an extra large combustion chamber and is provided with a ball pointed electrode and a special hook curve ground wire which is claimed to prevent the collection of oil. The plugs are made in various sizes to meet the particular needs of different type engines. Prices range from 45 cents to 60 cents each depending on type and quantity.

The terminals are known as the Jiffy type and are solderless connections to the spark plugs. No nut is necessary with this type terminal because the spreading arms of the Jiffy terminal connector are threaded to attach it. The wide part of the connector is placed over the plug and it is pulled towards the operator. The thimble of the terminal wire bites into the distributor wire and is securely imbedded into it by the sleeve of the terminal connector. The terminal wire is claimed to be heat, oil and gas-proof.

BORG & BECK COMPANY
CHICAGO, ILL.

Widening its market through the production of a new self-contained clutch, the Borg & Beck Company, subsidiary of the Borg-Warner Corporation, is planning on a heavy output of this new device for all of this year. More than 39,000 square feet in a new plant addition will be partially utilized to meet greater production demands.

Specifications of the new clutch follow:—

Its facing size is 8⅞x6⅛x⅛ inches. Embodied in it are six springs, which supply a total plate pressure of 1,100 pounds for maximum capacity. Under maximum spring pressure the unit pressure is 34 pounds per square inch over an area that has a mean radius of 3.75 inches. The clutch release ratio is 4.6 to 1.

The pressure necessary at release of this clutch, which is furnished by the foot pedal, is approximately 275 pounds with maximum springs. The pedal control can be adjusted for wear. Total weight of the device is 15 pounds.

SHACK & CO.
NEW YORK CITY

A new idea has been incorporated in the Bumperack, sold by Schack & Co., 1823 Broadway, New York city. This rack is made of pressed steel, and consists of a carrier plate, with two pairs of attaching members fixed to its lower surface. The space between these members fits over almost any flat type of spring steel bumper, and, by tightening a screw, the whole unit is fixed securely to the bumper, and can, in turn, be made to support moderate-sized parcels. Price, $1.

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—lower costs per ton mile
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Executives and engineers interested in lower costs per ton mile should have a copy of this 24-page booklet—yours for the asking
FULLER TRANSMISSIONS

MAJOR SPECIFICATIONS AND MECHANICAL DETAILS OF

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Am. La France Chief	2	3650	Own	6	3 3/4x5	33.0	Pw	Str	Vac	Rem	Own	C	4	Tim	Wo	31.2	4	D	156	6200	32x6	32x6 D
Am. La France W	3-4	3950	Own 2 R	4	4 1/4x6	28.9	P&S	Zen	Vac	A B	Own	C	4	Own	D R	47.4	D	R	160	7200	S 36x5	S 36x5 D
Am. La France S	4-4 1/2	5200	Own 5 R	4	4 3/4x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	54.4	D	R	165	8900	S 36x6	S 36x6 D
Am. La France V	5	5500	Own 5 R	4	4 3/4x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	54.4	D	R	165	9800	S 36x5	S 40x6 D
Am. La France Z	6 1/2	5750	Own 5 R	4	4 3/4x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	63.5	D	R	165	10000	S 36x7	S 40x7 D
Am. La France U	7 1/2	6000	Own 5 R	4	4 3/4x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	—	63.5	D	R	165	10500	S 36x7	S 40x8 D
Am. La Fran. Big Chief	6		Own	6	4 1/2x6	48.6	Pw	Zen	Vac	Rem	Own	C	4	Own	D R	32.8	W	D	226	10600	S 40x8	40x8 D
Autocar S A	1 1/2	2700	Her	6	3 3/4x4 1/2	33.8	Pb	Zen	Vac	L-N	Br-L 35	U	4	Own S A	Sp	27.9	4	R	150	4400	32x6	32x6
Autocar S D	2	3000	Her	6	3 3/4x4 1/2	33.8	Pb	Zen	Vac	L-N	Br-L 35	U	4	Own S D	D R	33.9	4	R	150	4850	32x6	32x6 D
†Autocar H	3	3750	Own	4	4 1/2x5 1/2	32.4	C S	Str	Gra	A B	Own T	U	4	Own H	D R	48.9	R	R	114	5800	34x5 S	36x10 S
†Autocar S H	3	4000	Her	6	4 1/8x4 3/4	40.8	Pb	Str	Gra	R B	Own T	U	4	Own H	D R	48.9	R	R	114	5800	34x5 S	36x10 S
Autocar T	3	5000	Her	6	4 3/4x4 3/4	45.9	Pb	Str	Vac	R B	Own T	U	4	Own T	D R	72.5	R	R	187	7100	36x8	36x8 D
†Autocar H S	3 1/2	4100	Own	4	4 1/2x5 1/2	32.4	C S	Str	Gra	A B	Own T	U	4	Own J	D R	55.2	R	R	114	6900	34x6 S	36x12 S
†Autocar S H S	3 1/2	4400	Her	6	4 3/8x4 3/4	45.9	Pb	Str	Gra	R B	Own T	U	4	Own J	D R	55.2	R	R	114	7000	34x6 S	36x12 S
Autocar T S	3 1/2	5350	Her	6	4 3/8x4 3/4	45.9	Pb	Str	Vac	R B	Own T	U	4	Own Chs	D R	81.7	R	R	187	7100	36x8	36x8 D
Autocar S C M	5	5000	Her	6	4 1/2x4 3/4	48.6	Pb	Str	Vac	R B	Own B	C	4	Own M	D R	72.1	R	R	162	8600	34x7 S	36x14 S
Brockway 65	1	1195	Con 16 C	6	3 3/8x4 5/8	27.3	Pb	Zen	Vac	Aut	Br-L 20	U	4	Col 36020	Sp	21.3	4	Tr	137	3400	30x5	30x5
Brockway 75	1 1/4	1290	Con 16 C	6	3 3/8x4 5/8	27.3	Pb	Zen	Vac	Aut	Br-L 20	U	4	Col 36020	Sp	25.6	4	Tr	137	3450	32x6	32x6
Brockway 90	1 1/2	1525	Con 16 C	6	3 3/8x4 5/8	27.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 55001	Sp	25.6	4	Tr	149	3850	32x6	32x6
Brockway Junior	1	1195	Wis C	4	3 3/4x5	22.5	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36020	Sp	21.27	4	Tr	130	3100	30x5	30x5
Brockway J F	1	1195	Wis F	6	3 1/4x4 1/4	25.4	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36020	Sp	21.3	4	Tr	137	3450	30x5	30x5
Brockway C J B F	1 1/2	1475	Wis F	6	3 1/4x4 1/4	25.4	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 55001	Sp	21.3	4	Tr	149	3650	32x6	32x6
Brockway E	1 1/2	1765	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 30	U	3	Col 55001	Sp	21.0	4	Tr	139 1/2	3650	32x6	32x6
Brockway S	2	2450	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 3[illegible]	U	4	Wis 4610	D R	38.79	R	Tr	150 1/4	5100	S 34x4	S 34x8
Brockway S Y	2	2950	Wis Y	6	3 3/8x5	27.3	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4610	D R	35.3	4	Tr	151 3/4	4950	32x6	34x7
*Brockway K	3	3420	Con K	4	4 1/8x5 1/4	27.2	Pw	Zen	Vac	Eis	Br-L 35	C	4	Tim 65700	Wo	41.5	R	D	154 1/8	5855	S 36x5	S 36x10
Brockway K R	3	3625	Con L	4	4 1/2x5 1/2	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 65700	Wo	36.38	R	D	160 5/8	6290	S 36x5	S 36x10
Brockway K W	3	3950	Wis H	6	4 x5	38.2	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 1228	D R	33.7	R	D	170	6920	34x7	D 34x7
*Brockway R	4	4200	Con L	4	4 1/2x5 1/2	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 66600	Wo	46.8	R	R	164	7890	S 36x5	S 36x12
Brockway T	5-7	5200	Con B 7	4	5 x6	40.0	Pw	Zen	Vac	Eis	Br-L 60	C	4	Tim 66700	Wo	53.5	R	D	175	10065	S 36x6	S 40x14
Chevrolet	1/2	400	Own	6	3 1/8x3 3/4	26.3	C S	Car	P	Rem	Own	U	3	Own	Sp	12.68	4	R	107	1815	4.50x20	4.50x20
Chevrolet	1 1/2	545	Own	6	3 1/8x3 3/4	26.3	C S	Car	P	Rem	Own	U	4	Own	Sp	30.05	4	R	131	2375	30x5	30x5
Commerce 29 Y	1	1600	Bud H S 6	6	3 3/8x4 1/2	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	D	142	3900	B 30x5	B 30x5
Commerce S 11 Y	1 1/2	1900	Bud H S 6	6	3 3/8x4 1/2	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	D	162	4300	B 30x5	D B 30x5
Commerce 30 Z	1 1/2	2900	Bud D S 6	6	3 5/8x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	4700	B 34x5	D B 34x5
Commerce 40 Z	2	3240	Bud D S 6	6	3 5/8x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	4900	B 36x6	D B 36x6
Commerce 50 Z	2 1/2	4415	Bud B U S	6	4 x5 1/8	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7000	S 36x5	S 36x10
Commerce 60 Z	3	4480	Bud B U S	6	4 x5 1/4	38.4	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	D	175	8200	S 36x6	S 36x12
Commerce 70 Z	3 1/2	5250	Bud B A 6	6	4 1/8x5 1/8	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	D	175	8400	S 36x6	S 36x14
Commerce 80 Z	4	5330	Bud B A 6	6	4 1/8x5 1/8	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	D	175	8400	S 36x6	S 36x14
Day Elder M F	1 1/4	1345	Con 16-C	6	3 3/8x4 5/8	27.3	Pb	Zen	Vac	Rem	Br-L 20A	U	3	Tim 52000 H	Sp	24.2	4	D	131	3500	30x5	30x5
Day Elder G F	1 1/2	2100	Con 16-C	6	3 3/8x4 5/8	27.3	Pb	Zen	Vac	Rem	Br-L 20A	U	3	Tim 54000 H	Sp	28.3	4	D	156	4400	30x5	30x5 D
Day Elder H F	2	2550	Con 16-C	6	3 3/8x4 5/8	27.3	Pb	Zen	Vac	Rem	Br-L 35	U	4	Tim 63702 H	Wo	40.7	4	D	156	4900	S 34x4	S 34x7
Day Elder J F	3	3900	Con 18 R	6	4 x4 1/2	38.4	Pb	Zen	Vac	Rem	Br-L 51	U	4	Tim 65001 H	Wo	41.5	4	D	156	6900	34x7	34x7 D
Day Elder K F	4-5	5000	Con 21 R	6	4 5/8x4 3/4	45.9	Pb	Zen	Vac	Rem	Br-L 60	C	4	Tim 66702 DH	Wo	55.2	4	D	162	9500	S 36x5	S 36x12
Diamond T 151	1	1095	Con 18 E	6	3 3/8x4	27.3	Pb	Zen	Gra	Aut	Cov	U	3	Col	Sp	—	4	D	132	3200	30x5	30x5
Diamond T 290	1 1/2	1475	Her W X A	6	3 1/2x4 1/2	29.4	Pb	Zen	Vac	Aut	Cov	U	4	Col	Sp	—	4	D	156 1/4	4160	30x5	30x5 D
Diamond T 302	2	1650	Her W X B	6	3 3/4x4 1/2	33.8	Pb	Zen	Vac	Aut	Cov	U	4	Clark	Sp	—	4	D	157 3/4	4600	32x6	32x6 D
Diamond T 502	2 1/2	2675	Her W X C	6	4 x4 1/2	38.4	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Wo	—	4	D	163	5850	34x7	34x7 D
Diamond T 505	2 1/2	2875	Her W X C	6	4 x4 1/2	38.4	Pb	Zen	Vac	Aut	Cov	U	4	Wis	D R	—	4	D	171 1/2	5850	34x7	34x7 D
Diamond T 550	2 1/2	2195	Her W X C	6	4 x4 1/2	38.4	Pb	Zen	Vac	Aut	Cov	U	4	Clark	Sp	—	4	D	165	5400	32x6	32x6 D
Diamond T 602	3	3510	Her Y X C	6	4 3/8x4 3/4	45.9	Pb	Zen	Gra	Aut	Cov	A	4	Tim	Wo	—	4	D	163 1/2	7450	36x8	36x8 D
Diamond T 605	3	3810	Her Y X C	6	4 3/8x4 3/4	45.9	Pb	Zen	Gra	Aut	Cov	U	4	Wis	Dr	—	4	D	161 1/2	7400	36x8	36x8 D
Diamond T 700	3 1/2	4850	Her Y X C	6	4 3/8x4 3/4	45.9	Pb	Zen	Gra	Aut	Cov	A	4	Tim	Wo	—	R	D	162	8100	S 36x5	S 36x10
Diamond T 800	4	5325	Her Y X C	6	4 3/8x4 3/4	45.9	Pb	Zen	Gra	Aut	Br-L	A	7	Own	Wo	—	4	D	195 3/8	8300	36x8	4WH 36x8
Diamond T 1000	5	5500	Her Y X C 2	6	4 1/2x4 3/4	48.6	Pb	Zen	Gra	Aut	Br-L	A	4	Tim	Wo	—	R	D	170 1/2	10000	S 36x6	S 40x12
Diamond T 1600	8	7830	Her Y X C 3	6	4 5/8x4 3/4	51.3	Pb	Zen	Vac	Aut	Br-L	A	7	Tim	Wo	—	R	D	190	11700	36x8	4W 36x8 D
Diamond T 2500	10-12	9750	Wak 6 R B	6	5 x5 3/4	60.0	Pb	Zen	Gra	Aut	Br-L	A	7	Tim	Wo	—	R	D	194	13100	S 36x7	*S4W 36x12
Dodge Bros.	1/2	665	Own	4	3 3/8x4 1/4	21.03	Pb	Stw	Vac	N E	Own	U	3	Own	Sp	15.2	4	D	110	1965	29x5.00 B	29x5.00 B
Dodge Bros.	3/4	775	Own	6	3 3/8x3 7/8	27.3	Pb	Stw	Vac	N E	Own	U	3	Own	Sp	17.4	4	D	120	2510	31x5.25 B	31x5.25 B
Dodge Bros.	1	995	Own	6	3 3/8x3 7/8	27.3	Pb	Stw	Vac	N E	W-G	U	4	Own	Sp	23.8	4	D	130	2920	30x5	30x5
Dodge Bros.	1	1065	Own	6	3 3/8x3 7/8	27.3	Pb	Stw	Vac	N E	W-G	U	4	Own	Sp	23.8	4	D	140	2955	30x5	30x5
Dodge Bros.	1 1/2	1345	Own	6	3 3/8x3 7/8	27.3	Pb	Stw	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	150	3695	32x6	32x6
Dodge Bros.	1 1/2	1415	Own	6	3 3/8x3 7/8	27.3	Pb	Stw	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	165	3810	32x6	32x6
Dodge Bros.	2	1445	Own	6	3 3/8x4 1/2	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	114	3725	32x6	34x7
Dodge Bros.	2	1545	Own	6	3 3/8x4 1/2	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	150	3930	32x6	34x7
Dodge Bros.	2	1615	Own	6	3 3/8x4 1/2	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	165	4070	32x6	34x7
Dodge Bros.	3	1745	Own	6	3 3/8x4 1/2	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	46.3	4	D	135	4225	32x6	32x6 D
Dover	3/4	595	Own	6	2 3/4x4 1/2	18.27	P&S	Mar	Vac	Aut	Own	U	3	Own	Sp	—	4	4	110	2150	30x5	31x5.50
Durant Com. Chassis	1/2	495	Con	4	3 3/8x4 1/4	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	16.16	4	4	107	1670	28x4.75	28x4.75
Fargo Packet	1/2	545	Own	6	3 x4 1/4	21.6	Pb	Str	Vac	N E	Own	U	3	Own	Sp	14.29	4	Tr	—	1835	5.00x19	5.00x19
Fargo Clipper	3/4	725	Own	6	3 1/8x4 1/4	23.4	Pb	Str	Vac	Rem	Own	U	3	Own	Sp	15.53	4	Tr	—	2325	5.50x18	5.50x18
Fargo Freighter	1	795	Own	6	3 x4 1/4	21.6	Pb	Str	Vac	N E	Own	U	4	Own	Sp	37.19	4	Tr	133	2785	6.00x20	32x6
Ford A A	1 1/2	520	Own	4	3 7/8x4 1/4	24.0	P&S	Zen	Gra	Own	Own	U	3	Own	Wo	*16.1	4	4	131 1/2	2282	6.00x20	32x6
F. W. D.—H	2	3300	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	Eis	Cotta	C	4	Own	St	38.1	4	R	121	5300	34x7	34x7
F. W. D.—H 6	2	3425	Wak	6	3 1/2x4 1/2	29.4	Pb	Zen	Vac	Eis	Br-L	U	4	Own	St	35.0	4	R	133	5500	34x7	34x7
F. W. D.—B	3	4200	Own	4	4 3/4x5 1/2	36.1	Pb	Str	Gra	Eis	Own	C	3	Own	St	35.6	4	R	124	6460	36x6 S	36x6 S
F. W. D.—B 5	3	4525	Own	4	4 3/4x5 1/2	36.1	Pb	Str	Gra	Eis	Own	C	5	Own	St	88.6	4	R	132	6800	36x6 S	36x6 S
F. W. D.—U 6	3 1/2	4575	Wak	6	4 x4 3/4	38.6	Pb	Zen	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7200	36x6 S	36x6 S
F. W. D.—BTL 4	2	3900	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	Eis	Br-L	C	7	Own	St	84.7	4	R	120	6000	36x8	36x8
F. W. D.—B T	3	4742	Own	4	4 3/4x5 1/2	36.1	Pb	Str	Vac	Eis	Own	C	5	Own	St	101.0	4	R	133 3/4	7700	40x7 S	40x5 S D
F. W. D.—U 4	3	4575	Own	4	4 3/4x5 1/2	36.1	Pb	Str	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7000	36x6 S	36x6 S
F. W. D.—X 6	6	6500	Wak	6	4 1/4x4 3/4	43.3	Pb	Zen	Vac	Eis	Own	C	5	Own	St	88.6	4	4	170	9500	36x8	36x8
Garford 29 Y	1	1600	Bud H S 6	6	3 3/8x4 1/2	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	D	142	3900	B 30x5	B 30x5
Garford S 11 Y	1 1/2	1900	Bud H S 6	6	3 3/8x4 1/2	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	D	162	4300	B 30x5	D B 30x5
Garford 30 Z	1 1/2	2990	Bud D S 6	6	3 5/8x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	4700	B 34x5	D B 34x5
Garford 40 Z	2	3240	Bud D S 6	6	3 5/8x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	4900	B 36x6	D B 36x6
Garford 50 Z	2 1/2	4419	Bud B U S	6	4 x5 1/8	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7000	S 36x5	S 36x10
Garford 60 Z	3	4480	Bud B U S	6	4 x5 1/4	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7100	S 36x5	S 36x12
Garford 70 Z	3 1/2	5250	Bud B A 6	6	4 1/8x5 1/8	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	D	175	8200	S 36x6	S 36x12
Garford 80 Z	4	5330	Bud B A 6	6	4 1/8x5 1/8	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	D	175	8400	S 36x6	S 36x14
Gen. Mot. T 11-1001	*3800	625	Pontiac	6	3 1/8x3 3/4	26.3	Pb	Mar	P	Rem	Pontiac	U	3	Pontiac	Sp	14.67	4	D	109 5/8	1980	5.00x19 B	5.50x19 B
Gen. Mot. T 19-2001	*8000	1015	Pontiac	6	3 1/8x3 7/8	26.3	Pb	Mar	P	Rem	Mun	U	4	Tim 5261-N	Sp	34.11	4	D	127 3/4	3075	32x6	34x7
Gen. Mot. T 19-2002	*8000	975	Pontiac	6	3 1/8x3 7/8	26.3	Pb	Mar	P	Rem	Mun	U	4	Tim 5261-N	Sp	34.11	4	D	127 3/4	3000	30x5	30x5 D
Gen. Mot. T 19-2003	*6000	895	Pontiac	6	3 1/8x3 7/8	26.3	Pb	Mar	P	Rem	Mun	U	4	Tim 5261-N	Sp	34.11	4	D	127 3/4	2925	5.50x20 B	32x6
Gen. Mot. T 25-2501	*8000	1285	Buick	6	3 1/8x4 5/8	26.3	Pb	Mar	P	Rem	Mun	U	4	Tim 5261-N	Sp	34.11	4	D	127 3/4	3575	32x6	34x7
Gen. Mot. T 30-3001	*10000	1530	Buick	6	3 1/8x4 5/8	26.3	Pb	Mar	P	Rem	Mun	U	4	Eat 1616	Sp	28.6	4	D	136	4200	32x6	36x8
Gen. Mot. T 30-3002	*10000	1505	Buick	6	3 1/8x4 5/8	26.3	Pb	Mar	P	Rem	Mun	U	4	Eat 1616	Sp	28.6	4	D	136	4125	32x6	32x6 D
Gen. Mot. T 30-3003	*8000	1395	Buick	6	3 1/8x4 5/8	26.3	Pb	Mar	P	Rem	Mun	U	4	Eat 1616	Sp	28.6	4	D	136	4075	6.00x20 B	34x7
Gen. Mot. T 42-4001	*12000	1885	Buick	6	3 1/8x4 5/8	26.3	Pb	Mar	P	Rem	Mun	U	4	Own	Sp	33.38	4	D	136	4690	32x6	38x9
Gen. Mot. T 42-4002	*12000	1790	Buick	6	3 1/8x4 5/8	26.3	Pb	Mar	P	Rem	Mun	U	4	Own	Sp	33.38	4	D	136	4640	32x6	32x6 D
Gen. Mot. T 42-4003	*10000	1685	Buick	6	3 1/8x4 5/8	26.3	Pb	Mar	P	Rem	Mun	U	4	Own	Sp	33.38	4	D	136	4510	7.00x20 B	36x8
Gen. Mot. T 60-5001	*16000	3215	Buick	6	3 5/8x5	31.5	Pb	Mar	P	Rem	Mun	U	4	Tim 65706-N	Wo	44.81	4	D	140	6090	38x7	44x10
Gen. Mot. T 60-5002	*18000	3160	Buick	6	3 5/8x5	31.5	Pb	Mar	P	Rem	Mun	U	4	Tim 65706-N	Wo	44.81	4	D	140	6425	36x8	36x6 D
Gen. Mot. T 60-5003	*14500	2800	Buick	6	3 5/8x5	31.5	Pb	Mar	P	Rem	Mun	U	4	Tim 65706-N	Wo	44.81	4	D	140	6090	36x6	36x6 D
Gen. Mot. T 60 S-6101	*22000	3960	Buick	6	3 5/8x5	31.5	Pb	Mar	P	Rem	Mun	U	4	Tim 66704-N	Wo	63.84	4	D	140 3/4	6920	38x7	38x9 D
Gen. Mot. T 60 S-6102	*19000	3695	Buick	6	3 5/8x5	31.5	Pb	Mar	P	Rem	Mun	U	4	Tim 66704-N	Wo	63.84	4	D	140 3/4	6890	36x8	36x8 D
Gen. Mot K 102-6001	*28000	4250	Own 89	4	4 1/2x6 1/2	32.4	Pw	Zen	Vac	Eis	Mun	C	7	Tim 67600	Wo	86.3	R	R	160	9520	36x6 S	40x14 S
Gen. Mot. K 102-6002	*28000	4350	Own 89	4	4 1/2x6 1/2	32.4	Pw	Zen	Vac	Eis	Mun	C	7	Tim 67600	Wo	86.3	R	R	184	9600	36x6 S	40x14 S
Gotfredson RB-26	1 1/4	1295	Cont	6	3 3/8x4	27.3	Pb	Joh	P	Rem	Br-L	U	4	Tim	Sp	—	4	D	Opt.	3400	30x5	30x5
Gotfredson RB-36	1 1/2	1595	Cont	6	3 3/8x4	27.3	Pb	Joh	P	Rem	Br-L	U	4	Tim	Sp	—	4	D	Opt.	3900	32x6	32x6
Gotfredson RB-46	2	2100	Her	6	3 3/4x4 1/2	33.8	Pb	Joh	P	Rem	Br-L	U	4	Tim	Sp	—	4	D	Opt.	5140	32x6	34x7
Gotfredson RW-46	2 1/2	2585	Her	6	3 3/4x4 1/2	33.8	Pb	Joh	P	Rem	Br-L	U	4	Tim	Wo	—	4	D	Opt.	5600	34x7	34x7
Gotfredson RW-56	3	3395	Her	6	4 x4 1/2	34.4	Pb	Joh	P	Rem	Br-L	U	5	Tim	Wo	—	4	D	Opt.	6690	S 36x5	S 36x5 D

1929 COMMERCIAL CARS BUILT IN THE UNITED STATES

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Standard Tire Sizes Rear
Gotfredson RW-66A	3½	4475	Her	6	4⅜x4¾	45.9	Pb	Joh	P	Rem	Br-L	U	7	Tim	Wo	—	4	D	Opt.	7800	S 36x5	S 36x6 D
Gotfredson RW-86A	5	5200	Her	6	4⅜x4¾	51.3	Pb	Joh	P	Rem	Br-L	C	7	Tim	Wo	—	4	D	Opt.	9000	S 36x6	S 36x7 D
Gotfredson RW-106A	7½	5675	Her	6	4⅜x4¾	51.3	Pb	Joh	P	Rem	Br-L	C	7	Tim	Wo	—	4	D	Opt.	10000	S 36x7	S 36x8 D
Gotfredson RW-206A	12	10500	Bud	6	4¾x6	54.15	Pb	Joh	P	Rem	Br-L	C	7	Tim	Wo	—	6	D	Opt.	14000	S 36x8	S 36x8 D*
Gramm B	1½	1395	Lyc S	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Sp	32	4	R	140	3300	30x5	30x5 D
Gramm C	2	1795	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Sp	29	4	R	160	3800	32x6	32x6 D
Gramm D	2½	1995	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Ful	U	4	Wis	D R	30	4	R	160	4920	32x6	32x6 D
Gramm E	3	2795	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Ful	U	4	Wis	D R	35	4	R	150	5200	34x7	34x7 D
Gramm EY	3	3535	Con 20 R	6	4⅛x4¾	36.04	Pb	Zen	Vac	Aut	Ful	U	4	Wis	D R	26	4	R	190	6750	32x6	32x6 D
Gramm GY	4	4345	Con 21 R	6	4⅜x4¾	45.9	Pb	Zen	P	L-N	Ful	U	4	Wis	D R	28	4	R	210	7200	34x7	34x7 D
Gramm HY	5	6545	Con 16 H	6	4¾x5¾	54.15	Pb	Zen	P	L-N	Ful	U	4	Wis	D R	25.2	4	R	236	9600	36x8	36x8 D
Gramm T-35	3	3595	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Ful	U	4	Wis	D R	39.6	4	R	173	7100	36x5 S	36x10 S
Gramm T-45	4	3995	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Ful	U	4	Wis	D R	39.6	4	R	173	7600	36x5 S	36x12 S
Gramm T-60	5	4745	Con 21 R	6	4⅜x4¾	45.9	Pb	Zen	Vac	Aut	Ful	U	4	Wis	D R	—	4	R	173	8700	36x6 S	36x14 S
Hahn 7 H	¾-1	1095	——	6	2⅞x4¾	19.84	P	Zen	Vac	Aut	Br-L	U	3	——	Sp	5.8	4	D	124	3100	——	——
Hahn 17 H	1-1½	1430	Cont	6	3⅜x4	—	P	Zen	Vac	—	Br-L	U	4	Tim	—	5.8	4	D	142	3750	——	——
Hahn 37 H-37 H L	2-2½	1925	Cont	6	3⅜x4	—	P	Str	Vac	—	Br-L	U	4	Tim	—	5 1/16	4	D	153	4600	——	——
Hahn 39 H-39 H L	2½-3	2898	Cont	6	4 x4⅛	38.4	P	Str	Vac	—	Br-L	U	4	Tim	—	6⅛	4	D	164	5800	——	——
Hahn 47 H B-47 H B L	3-3½	3700	Cont	6	4 x4½	38.4	P	Str	Vac	—	Br-L	U	4	Tim	—	7.8	4	D	151	6900	——	——
Hahn 47 H D-47 H D L	3½-4	3900	Cont	6	4 x4½	38.4	P	Str	Vac	—	Br-L	U	4	Tim	—	7.8	4	D	151	7500	——	——
Hahn 67 H-67 H L	4-5	4950	Cont	6	4⅜x4¾	45.94	P	Str	Vac	—	Br-L	U	4	Tim	—	10.8	4	D	151	8842	——	——
Indiana 200	1	1195	Wis F	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36000	Sp	20.71	4	Tr	137	3400	30x5	30x5
Indiana 300	1½	1475	Wis F	6	3¼x5¼	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 55001	Sp	21.26	4	Tr	149	3650	32x6	32x6
Indiana 111 X W	2	1850	Her Ox	4	4 x5	25.6	Pb	Str	Vac	Eis	Br-L 35	U	4	Wis 4611	Sp	36.60	R	Tr	120	3830	32x6	32x6 D
Indiana 400	2	2495	Wis Y	6	3⅜x5	27.3	Pb	Str	Vac	Aut	Br-L 35	U	4	Cla B 506	Sp	30.33	4	Tr	157	4800	32x6	34x7
Indiana 115 A	2½	2740	Her Ox	4	4 x5	25.6	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 720	Sp	42.80	R	Tr	132	5000	32x6	34x7 D
Indiana 615 A	2½	3070	Wis Y	6	3⅜x5	27.3	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 720	Sp	30.33	R	Tr	136	5190	32x6	34x7 D
Indiana 126	3	3495	Her L	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br-L 557	C	7	Tim 65704	Wo	80.7	R	Js	162½	7400	36x5	36x10 S
Indiana 127	3	3190	Her K	4	4¼x5¾	28.9	Pb	Str	Vac	Eis	Br-L 51	U	5	Cla B 720	Sp	41.72	R	R	141	6490	32x6	34x7 D
Indiana 626	3	4185	Wis H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 55	C	7	Tim 65704	Wo	80.7	R	Js	168½	7625	36x6 S	36x10 S
Indiana 627	3	3725	Wis H	6	4 x5	38.4	Pb	Str	Vac	Aut	Br-L 55	U	4	Cla B 720	Sp	42.80	R	R	162½	6500	36x5 S	36x10 S
Indiana 127 A W	3	3625	Her K	4	4¼x5¾	28.9	Pb	Str	Vac	Eis	Br-L 51	U	5	Wis 69311	Sp	41.72	R	Tr	141	6800	32x6	34x7 D
Indiana 627 A W	3	3925	Wis H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 51	U	5	Wis 69311	Sp	41.72	R	Tr	147	6800	32x6	34x7 D
Indiana 138	4	4380	Her L	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	83.1	R	R	162½	7850	36x5	36x12 S
Indiana 638	4	4955	Wis H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	83.1	R	R	168½	8100	36x5	36x12 S
Indiana 41	5	5460	Her G	4	4¾x5¾	36.1	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 68700 D	Wo	95.0	R	R	172	9600	36x6	40x12 S
Int. Harvester Sp. Del.	¾	720	Wak X A	4	3½x4½	19.6	Pb	Zen	Vac	Rem	Mec	U	3	Eat 502 R	Sp	15.1	4	4	124	2200	30x5.25	30x5.25
Int. Harv. 6 Spd. Spec.	1	820	Wak X A	4	3½x4½	19.6	Pb	Zen	Vac	Rem	Mec	U	3	Eat 1124	Sp	*52.6	4	4	124	2430	30x5	30x5
Int. Harvester S-24	1¼	1160	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	Rem	Own	U	3	Eat 1002	Sp	21.3	4	4	130	3200	30x5	30x5
Int. Harvester S-26	1¼	1310	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	3	Eat 1002	Sp	21.3	4	4	130	3250	30x5	30x5
Int. Harvester SF-34	1½	1450	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	Rem	Own	U	3	Eat 1502	Sp	22.6	4	4	140	3520	30x5	32x6
Int. Harvester SF-36	1½	1600	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	3	Eat 1502	Sp	22.6	4	4	140	3570	30x5	32x6
Int. Harvester SD-44	2	1590	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	A B	Own	U	4	Eat 2002	Sp	40.6	4	4	117	3700	30x5	32x6
Int. Harvester SD-46	2	1740	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	A B	Own	U	4	Eat 2002	Sp	40.6	4	4	117	3750	30x5	32x6
Int. Harvester SF-46	2	1950	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	4	Eat 2002	Sp	40.6	4	4	140	4000	32x6	32x6 D
Int. .rvester 54-C	2½	3200	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 428	Ch	51.8	R	D	140	6400	36x5	36x10
Int. Harvester 54	2½	3550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Eat 54 65000	D R	53.7	R	D	140	6345	36x5	36x8
Int. Harvester 74-C	3½	4550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 427	Ch	*86.0	R	D	154	8715	36x6	40x12
Int. Harvester 74	3½	4550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Eat 74 1000	D R	61.6	R	D	160	8175	36x6	40x12
Int. Harvester 104-C	5	4800	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 427	Ch	86.0	R	D	154	8890	36x6	40x14
Int. Harvester HS-54	2½	3850	H-S 151	4	4¼x5½	28.9	Pb	Zen	Vac	R B	Own	U	5	Eat 54 65000	D R	60.5	4	4	*148	8000	36x5	36x12 S
Int. Harvester HS-54-C	2½	3850	H-S 151	4	4¼x5½	28.9	Pb	Zen	Vac	R B	Own	U	5	Own A M 428	Ch	63.8	4	4	*148	8665	34x5 S	36x12 S
Int. Harvester HS-74	3½	4850	H-S 152	4	4⅜x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Eat 74 1000	D R	70.5	4	4	*160	10700	34x5 S	36x7 D
Int. Harvester HS-74-C	3½	4850	H-S 152	4	4⅜x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Own A M 427	Ch	79.1	4	4	*160	11000	34x6 S	36x7 D
Int. Harv's'r NS-104-C	5	5500	H-S 152	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Own A M 427	Ch	90.5	4	4	*160	11095	34x6	36x8 D
*Larrabee 20	1	1595	Con 16 C	6	3⅝x4⅝	27.3	Pb	Zen	Gra	Rem	Br-L	U	3	Col	Sp	4.15	4	D	142	4170	30x5	30x5
*Larrabee 30	1½	1875	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Gra	Rem	Br-L	U	3	Col	Sp	4.15	4	D	161	4550	32x6	32x6
*Larrabee 40	2	2965	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Wis	D R	5.35	4	D	176	5950	32x6	32x6 D
*Larrabee 50	2½	3285	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Wis	D R	5.35	4	D	183	6030	32x6	32x6 D
*Larrabee 60	3	3980	Con 18 R	6	4 x4½	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Tim	Wo	5.35	4	D	195	7140	34x7	34x7 D
*Larrabee 70	3½	4600	Con 20 R	6	4⅛x4¾	40.8	Pb	Zen	Gra	Rem	Br-L	C	7	Tim	Wo	9.5	4	D	205	7740	34x7	34x7 D
Larrabee 80	5	5200	Con 21 R	6	4⅜x4¾	—	Pb	Zen	Gra	Rem	Br-L	C	7	Tim	Wo	—	4	D	205	9150	36x8	36x8 D
Mack BB	1½	3500	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	Own	U	4	Own	Hyp	Opt	4	D	165½	——	32x6	32x6 D
Mack BB	1½	3600	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	Own	U	4	Own	Hyp	Opt	4	D	177½	——	32x6	32x6 D
Mack AB	1½-2	3100	Own	4	4¼x5	28.9	P&S	Str	Gra	R B	Own	U	4	Own	Ch	Opt	R	D	2-Opt	——	36x4 S	36x7 S
Mack AB	1½-2	3550	Own	4	4¼x5	28.9	P&S	Str	Gra	R B	Own	U	4	Own	D R	Opt	R	D	2-Opt	——	36x4 S	36x7 S
Mack AB	2½-3	3500	Own	4	4¼x5	28.9	P&S	Str	Gra	R B	Own	U	4	Own	Ch	Opt	R	D	2-Opt	——	36x4 S	36x8 S
Mack AB	2½-3	3950	Own	4	4¼x5	28.9	P&S	Str	Gra	R B	Own	U	4	Own	D R	Opt	R	D	2-Opt	——	36x4 S	36x8 S
Mack BJ	3-4	5800	Own	6	4½x5½	48.6	P&S	Str	Vac	N E	Own	C	4	Own	D R	Opt	4	D	3-Opt	——	36x8	36x8 D
Mack AK	3½-5	5150	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch	Opt	4	Js	3-Opt	——	36x5 S	36x5 D S
Mack AK	3½-5	5250	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	C	4	Own	D R	Opt	4	D	3-Opt	——	36x5 S	36x5 D S
Mack AC	3½-5	4950	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch	Opt	Js	R	3-Opt	——	36x5 S	40x10 S
Mack AC	5½-7	5500	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch	Opt	Js	R	3-Opt	——	36x6 S	40x12 S
Mack AC	7½	6000	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch	Opt	Js	R	3-Opt	——	36x7 S	40x14 S
Mack AP	7½	9500	Own	6	5 x6	60.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch	Opt	R	Js	191	——	36x7 S	40x8 D S
Mack AB Tractor	5-6	3500	Own	4	4½x5	28.9	P&S	Str	Gra	R B	Own	U	4	Own	Ch	Opt	R	D	122½	——	36x4 S	36x4 D S
Mack AK Tractor	7-10	5150	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch	Opt	4	Js	128	——	34x5 S	36x5 D S
Mack AC Tractor	7-10	4950	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch	Opt	Js	R	128	——	34x5 S	36x5 D S
Mack AC Tractor	11-14	5500	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch	Opt	Js	R	128	——	34x6 S	36x6 D S
Mack AC Tractor	15	6000	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch	Opt	Js	R	128	——	34x7 S	36x7 D S
Mack AP Tractor	15	9500	Own	6	5 x6	60.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch	Opt	R	Js	147	——	34x7 S	36x7 D S
Mack AC 6-wheel	10	7500	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch	Opt	4 R	Js	2-Opt	——	36x7 S	40x12 S
Mack AP 6-wheel	10	12000	Own	6	5 x6	60.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch	Opt	4 R	Js	2-Opt	——	36x7	40x12 S
Moreland A-6	*6800	1275	Con 34 L	6	2⅞x4¾	19.84	Pb	Zen	Vac	Aut	Br-L 20	U	4	Tim 52000 H	Sp	24.17	4	D	134	3000	32x6.75	32x6.75
Moreland R R-6	*9300	1850	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 54000 H	Sp	32.95	4	D	158½	4000	32x6	32x6
Moreland B-6	*12000	2200	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 63721 H	Wo	34.8	4	D	158½	4500	34x7	34x7
Moreland E-6	*15000	3600	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	4	Tim 65000 H	Wo	34.8	*4	D	182	6000	34x7	34x7 D
Moreland Ex. 6	*19000	3750	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	4	Tim 65704 N	Wo	46.0	*4	D	182	6500	36x4 S	36x8 S
Moreland H-6	*22000	4650	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	P	Aut	Br-L 55	C	7	Tim 66702 W	Wo	82.3	*R	D	196	8000	36x5 S	36x10 S
*Moreland B D W-6	*15000	3200	Her W X B	6	3⅜x4	33.7	Pb	Zen	P	Aut	Br-L 35	U	4	Own	Wo	41	4	D	160	5800	34x7	34x7
*Moreland E D-6	*23000	4900	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	5	Own	Wo	52.2	*4	D	196	8500	36x8	36x8
*Moreland H D S-6	*30000	5850	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	P	Aut	Br-L 60	C	7	Own	Wo	81.6	*4	D	220	10500	36x6 S	36x8
*Moreland S D-6	*34000	6450	Her Y X C 2	6	4½x4¾	48.6	Pb	Zen	P	Aut	Br-L 60	C	7	Own	Wo	89.0	*4	D	221	11500	36x7 S	36x10 S
*Moreland T D-6	*34000	8000	Con 15 H	6	4½x5¾	48.6	Pw	Str	P	Aut	Br-L 70	C	7	Own	Wo	98.5	*4	D	221	12500	36x7 S	36x10 S
*Fleet Arrow F A-1	1½-2	2450	Own F A	6	3½x5	29.5	Pb	Str	A P	Rem	Own	U	3	Own	Sp	33.3	4	Tr	140	3950	32x6.00	34x7
*Pierce-Arrow F A-1	1½-2	2450	Own	6	3½x5	29.4	Pw	Str	P F	Del	Own	U	3	Tim	St	21.4	4	Tr	140	4100	32x6	32x6 D
*Pierce-Arrow X A-1	2	3500	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	44.2	D	R	150	6750	36x4	36x5 D S
*Pierce-Arrow X B-1	3	3750	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	48.1	D	R	150	6830	36x5	36x5 D S
*Pierce-Arrow H B-1	5	4500	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	7	Own	Wo	95.0	D	R	156	8400	36x5	36x6 D S
*†Pierce-Arrow W C-1	4	5100	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	41.5	D	R	162	8780	36x5	36x6 D S
*†Pierce-Arrow R D-1	5	5400	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	40.5	D	R	162	9440	36x6	36x7 D S
*†Pierce-Arrow R F-1	7½	5600	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	51.9	D	R	168	10320	36x6	40x8 D S
†Pierce-Arrow R F-T	7½	5600	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	51.9	D	R	132	940	36x6	36x8 D S
Relay 20 B	1	1700	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	25.7	4	D	142	4100	B 30x5	B 30x5
Relay S 11 B	1½	1900	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	30.0	4	D	162	4500	B 30x5	D B 30x5
Relay 30 A	1½	2990	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	34.5	4	D	168	5300	B 34x5	D B 34x5
Relay 40 A	2	3240	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	34.5	4	D	168	5500	B 36x6	D B 36x6
Relay 50 C	2½	4415	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	175	7300	B 36x6	S 36x10
Relay 60 C	3	4480	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	175	7450	B 36x6	S 36x12
Relay 70 C	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Cov	C	8	Own	Relay	84.2	R	D	175	8600	B 36x6	S 40x12
Relay 80 C	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Cov	C	8	Own	Relay	84.2	R	D	175	8800	B 36x6	S 40x14

Major Specifications and Mechanical Details of 1929 Commercial Cars Built in the United States

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Reo B A	½	895	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	Rem	W-G	U	3	Sal	Sp	14.63	4	Tr	115	2290	28x5.25	28x5.25
Reo D A	1	995	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	Rem	W-G	U	3	Own	Sp	18.4	4	Tr	123	2755	30x5	30x5
Reo D C	1	1075	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	Rem	W-G	U	3	Own	Sp	18.4	4	Tr	138	2850	30x5	30x5
Reo F A	1½	1295	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	22.96	4	Tr	137	3525	32x6	32x6
Reo F E	1½	1395	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	22.96	4	Tr	152	3700	32x6	32x6
Reo F F	1½	1395	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	22.96	4	Tr	156	3750	32x6	32x6
Reo F H	2	1545	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	37.6	4	Tr	142	4165	32x6	32x6 D
Reo F C	2	1595	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	37.62	4	Tr	152	4025	32x6	32x6 D
Reo F D	2	1695	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	37.62	4	Tr	168	4075	32x6	32x6 D
Reo G A	3	2035	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	41.05	4	Tr	163	4625	32x6	32x6 D
Reo G C	3	2140	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	41.05	4	Tr	179	4850	32x6	32x6 D
Reo G D	3	1985	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	46.2	4	Tr	134	4570	32x6	32x6 D
Republic Fleetmaster	*7000	1295	Lyc	6	3¼x4½	—	Pb	Zen	Vac	Aut	Br-L	U	4	Cla	Sp	28.3	4	Tr	144	3300	6.00x20 B	32x6
Republic F-1	*12000	2195	Lyc	6	3¼x4½	—	Pb	Zen	Vac	Aut	Ful	U	4	Eat	Sp	43.0	4	D	155	4850	32x6	32x6 D
Republic H-1	*15000	2985	Lyc	6	3⅞x5	—	Pb	Zen	Vac	Aut	Ful	U	4	Eat	Sp	36.0	4	D	163	5750	34x7	34x7 D
Republic L-1	*18000	3595	Lyc	6	3⅞x5	—	Pb	Zen	Vac	Aut	Ful	U	4	Eat	D R	48.0	4	D	180	6900	36x8	36x8 D
Republic M-1	*20000	3800	Waukesha	6	4 x4¾	—	Pb	Zen	Vac	Aut	Br-L	U	5	Eat	D R	53.0	D	R	171	6900	36x8	36x8 D
Rugby Model 401	1	*775	Con	4	3⅜x4½	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	14.79	4	4	107	2325f	28x4.75	28x4.75
Service 20 Y	1	1600	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	D	142	3900	B 30x5	B 30x5
Service S 11 Y	1½	1990	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	D	162	4300	B 30x5	D B 30x5
Service 40 Z	2	3240	Bud D S 6	6	3⅜x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	4900	B 36x6	D B 36x6
Service 60 Z	3	4480	Bud B U S	6	4 x5½	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7100	S 36x5	S 36x12
Service 80 Z	4	5330	Bud B A 6	6	4⅛x5½	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	D	175	8400	S 36x6	S 36x14
Standard 2½ K	2½-3½	3200	Con K 4	4	4⅛x5½	27.2	Pb	Str	Vac	Aut	Br-L 35	C	4	Tim 65600	Sp Wo	34.8	R	D	147	5400	36x5 S	36x8 S
Standard 3½ K	3½-5	4350	Con L 4	4	4½x5½	32.4	Pb	Str	Vac	Aut	Br-L 55	C	7	Tim 66700	Sp Wo	83.0	R	D	160	7485	36x5 S	36x12 S
Standard 5 K	5-7	5250	Con B 5	4	4¾x6	36.1	Pb	Str	Vac	Aut	Br-L 60	C	7	Tim 68700	Sp Wo	83.6	R	D	164	8700	36x6 S	40x14 S
Stewart 30	1	695	Lyc	4	3¾x4½	—	Pb	Str	Vac	Del-R	Clark	U	4	Sal	Sp	6.6	4	D	130	——	6.50x20	6.50x20
Stewart 30 X	1	795	Lyc	6	2⅞x4½	—	Pb	Str	Vac	Del-R	Clark	U	4	Sal	Sp	6.6	4	D	130	——	6.50x20	6.50x20
*Stewart 16	1¼	1295	Lyc C T	4	3½x5	22.5	Pb	Str	Vac	Rem	Ful	U	4	Cla	Sp	24.0	4	D	130	3326	32x6	32x6
*Stewart 16 X	1¼	1295	Lyc 4 S L	6	3¼x4½	25.3	Pb	Str	Vac	Rem	Ful	U	4	Cla	Sp	24.0	4	D	130	3326	32x6	32x6
Stewart 26 X W	2	2290	Lyc T	6	3⅜x5	31.5	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	29.0	4	D	165	5095	32x6	32x6 D
*Stewart 18 X	2½	2690	Lyc T	6	3⅜x5	31.5	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	29.0	4	D	165	5788	32x6	32x6 D
Stewart 32 X	2½	1990	Lyc	6	3⅜x4¾	31.54	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	7.25:1	4	D	165	——	32x6	32x6 D
Stewart 33 X	3	3290	Lyc	6	3⅜x5	31.54	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	7.25:1	4	D	165	——	34x7	34x7 D
Stewart 19 X	3½	3690	Lyc F	6	3⅞x5	36.2	Pw	Str	Vac	Rem	Ful	C	12	Tim	Wo	105.1	4	D	165	6990	36x5	36x10
Stewart 28 X	1½	1495	Lyc 4 S L	6	3¼x4½	25.3	Pb	Str	Vac	Rem	Ful	U	4	Cla	Sp	27.3	4	D	136	3840	30x5	30x5 D
Stewart 29 X	2	1695	Lyc 4 S L	6	3¼x4½	25.3	Pb	Str	Vac	Rem	Ful	U	4	Cla	Sp	27.3	4	D	145	4188	32x6	32x6 D
Stewart 31 X	5	4990	Lyc	6	4⅜x5⅛	45.9	Pw	Str	Vac	Rem	Ful	C	8	Tim	Wo	10.5:1	4	D	165	——	36x6 S	36x6 S D
Stewart 27 X	6-7	5700	Waukesha	6	4⅜x5⅛	45.99	Pw	Str	Vac	Rem	Ful	U	8	Tim	Wo	93.81	4	D	165	9700	36x7	40x7 D
Studebaker GN-P	¾	845	Own	6	3⅜x4⅛	27.3	P C	Str	P	Rem	Own	U	3	Ov[illegible]	Sp	14.3	4	4	115	——	19x6.00	19x6.00
Studebaker GN-S	1	1045	Own	6	3⅜x4⅛	27.3	P C	Str	P	Rem	Own	U	3	Ov[illegible]	Sp	13.8	4	Js	130	——	20x6.00	30x5
Studebaker GK-N	1	1095	Own	6	3⅜x4⅝	27.3	P C	Str	P	Rem	Own	U	3	O[illegible]	Sp	13.7	4	Js	146	2830	30x5	30x5
Studebaker GN-N	1¼	1245	Own	6	3⅜x4⅛	27.3	P C	Str	P	Rem	Clark	U	4	Clark	Sp	33.5	4	Js	146	——	30x5	32x6
Studebaker 77	2½	2765	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	3	Eat	Sp	19.8	4	Js	158	4745	20x6.75 B	20x6.75 B
Studebaker 88	3	3165	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	3	Eat	Sp	19.8	4	Js	184	4920	20x7.50 B	20x7.50
Studebaker 99	3½	3665	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	4	Eat	Dr	24.6	4	Js	184	5400	20x7.50 B	20x7.50
Victor 35	1½	1895	Con	6	3⅜x4	27.3	Pb	Zen	Vac	Rem	Cov	U	3	Tim	Sp	—	4	D	144	3200	30x5	30x5 D
Victor 45	2½	2495	Her	6	3¾x4½	33.7	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	148	4500	32x6	32x6 D
Victor 75	3½	3895	Her	6	4 x4½	38.4	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	162	6000	34x7	34x7 D
Whippet 96 A	½	380	Own 96 A	4	3½x4¾	15.6	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	14.75	4	R	103¼	1659	28x4.75	28x4.75
Whippet 6 C-101	1½	645	Own 98 A	6	3¼x3⅞	23.4	Pb	Til	Vac	Aut	Ful	U	4	Cla-B 364	Sp	33.5	4	R	131	2540	30x5	30x5
†White 15 B	1	1545	Own G K A	4	3⅜x5½	22.5	C S	Zen	Vac	L-N	Own	C	4	Own	Sp	18.6	R	R	133½	3242	30x5	30x5
†White 57	1¼	2725	Own G R C	4	4 x5¾	25.6	Pw	Zen	Vac	L-N	Own	U	4	Own	Sp	19.3	R	R	146	3755	32x6	32x6
†White 20 A	1½	2125	Own G K A	4	3⅜x5½	22.5	C S	Zen	Vac	L-N	Own	C	4	Own	D R	32.1	R	R	145½	4412	34x5	34x5 D P
†White 56	2	3125	Own G R C	4	4 x5¾	25.6	Pw	Zen	Vac	Mag	Own	U	4	Own	Sp	26.2	R	D	165	5096	36x4 S	36x7 S
†White 51 A	2½	3750	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	Sp	35.5	R	D	170	6256	36x5 S	36x8 S
†White 55	3½	4650	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	I G	66.1	D	R	174	8402	36x5 S	40x5 S D
†White 52 T	3½	4700	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	I G	76.5	D	R	129½	8126	36x5 S	40x5 S D
†White 52	5	5100	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	5	Own	I G	92.3	D	R	174	9184	36x6 S	40x12 S
†*White 58	3	4400	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	I G	49.5	D	A	180	7400	36x5 S	36x5 S D
†White 60	1	1850	Own 2 A	6	3¼x4½	29.4	Pw	Zen	Vac	Rem	Own	U	3	Own	Sp	17.9	4	D	138	3562	30x5	30x5
†White 61	1½	2450	Own 2 A	6	3½x4½	29.4	Pw	Zen	Vac	Rem	Own	U	4	Own	Sp	23.4	4	D	148	4612	30x5	30x5 D
Willys-Knight 15	1½	1545	Own K G T	6	2⅛x4⅜	20.7	Pb	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp	24.3	4	R	134	3300	30x5	32x6
Willys-Knight 16	1½	1595	Own K G T	6	2⅛x4⅜	20.7	Pb	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp	24.3	4	R	151	3400	30x5	32x6
Willys-Knight 20	2	1945	Own K G T	6	3¼x4¾	27.3	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	Sp	28.4	4	R	150	3800	32x6	34x7
Willys-Knight 21	2	1995	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	Sp	28.4	4	R	164	3900	32x6	34x7
Willys-Knight 25	2½	2545	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful G U	U	4	Wis 6617 B	D R	30.3	4	R	150	4920	32x6	32x6 D
Willys-Knight 26	2½	2595	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful G U	U	4	Wis 6617 B	D R	30.3	4	R	164	5020	32x6	32x6 D

GENERAL NOTATIONS

*†**REFERENCE MARKS** apply to individual lines only and explanations are given under the subdivision for each company in the "**SPECIAL NOTATIONS.**"

CAPACITIES given in this table are in tons or fractions of tons. *Shows maximum allowable gross weight.

TIRE EQUIPMENT where not otherwise indicated is solid.

WHEEL BASES given are standard, but optional wheel bases are available in many cases.

ENGINE—Bud, Buda; Con, Continental; Her, Hercules; Kgt, Knight; Lyc, Lycoming; Wak, Waukesha; Wis, Wisconsin.

LUBRICATION—Pb, pressure lubrication to main and connecting rod bearings; Pw, full pressure lubrication to all bearings, including wrist-pins; P&S, pressure with splash, CS, circulating splash; Sp, Splash.

CARBURETOR—Car, Carter; Hol, Holley; Joh, Johnson; Mar, Marvel; Sch, Wheeler-Schebler; Str, Stromberg; Stw, Detroit lubricator; Til, Tillotson; Zen, Zenith-Detroit.

FUEL FEED—Gra, Gravity; Pre, Pressure; Vac, Vacuum tank; P, Fuel pump; Auto-P, Auto pulse; E, Electric pump.

IGNITION—AB, American-Bosch; Aut, Electric Auto-Lite; Apo, Apollo; Del, Dayton Ergine Laboratory; Eis, Eisemann; L-N, Leece-Neville; N-E, North East; RB, Robert Bosch; Rem, Delco-Remy; Spf, Splitdorf.

TRANSMISSION—Br. L, Brown-Lipe; Cov, Covert; Ful, Fuller; Mec, Mechanics Machine; Mun, Muncie; W-G, Warner Gear.

LOCATION—C, Center, Amid; U, in unit with engine; J, Jack shaft.

REAR AXLE—Cla, Clark Equipment; Col, Columbia; Eat, Eaton; Sal, Salisbury; Tim, Timken; Wis, Wisconsin.

FINAL DRIVE—St, Straight bevel; Sp, Spiral bevel; Wo, Worm; DR, Double Reduction; Ch, Chain; IG, Internal Gear.

BRAKES—Js, Jack shaft; R, Rear wheels; D, Drive shaft; 4, four-wheel; Tr, Transmission; W, Westinghouse air brake.

TIRES—B, Balloon; D, Dual; S, Solid.

SPECIAL NOTATIONS

AMERICAN-LA FRANCE

*Chief model also available as 2½-ton model, 34x7 tire, dual rear, weight 6,400. Price $3,900.

AUTOCAR

†Engines in these models are located under the driver's seat.

DURANT LINE

*Price includes panel body.

GENERAL MOTORS TRUCK LINE

*Capacity given in all cases is maximum allowable total gross weight (straight rating), and includes chassis, cab, equipment, body and load.

Model T-19 is also available in three other types, with 145¾-inch wheel base having same straight ratings and standard tire combinations as listed for the 127¾-inch wheel base types shown in the table.

Model T-25 is also available in three other types, with 140-inch wheelbase having same straight rating and standard tire combinations and in two other types on the 127¾-inch wheelbase.

Model T-30 is also available in six other types, with 152 and 164 inch wheel bases, respectively, having same straight ratings and standard tire combinations as listed for the 136-inch wheel base types shown in the table.

Model T-42 is also available in nine other types, with 152, 164 and 175 inch wheel bases respectively, having same straight ratings and standard tire combinations as listed for the 136-inch wheel base types shown in the table.

Model T-60 is also available in nine other types, with 160, 180 and 200 inch wheel bases, respectively, having same straight ratings, and standard tire combinations as listed for the 140-inch wheel base types shown in the table.

Model T-60 Special is also available in six other types with 160¾, 180¾ and 200¾ inch wheel bases, respectively, having same straight ratings and standard tire combinations as listed for the 140¾-inch wheel base types shown in the table.

Optional rear axle gear ratios are available for all types and optional tire equipment is available for all types except Model T-11-1001.

FLEET-ARROW LINE

*Model F. A. 1 is also available as Model F. A. 2, at $2,500 on wheel base of 160 inches, weight 3,975 lbs., and as Model F. A. 3, at $2,550, with seven speed transmission on 160-inch wheel base, weight, 3,985 lbs.

GOTFREDSON LINE

*Six-wheeler.

GRAMM

*Models B, C, D and E are furnished in three wheel base lengths—others on request.

*Model T Series—Larger engines, pneumatic tires and special wheel bases, and 8 speed transmissions—optional at extra cost.

Model "GY"—190 and 210 in. wheel bases.
Model "HY"—210 and 236 in. wheel bases.
*Model "HY"—210 and 236 in. wheel bases. Tire sizes and electrical equipment optional, depending upon type of service—Coach or Van.

*Above models are all built in tractor wheel base lengths for semi-trailer use.

HAHN LINE

*Model 23 also available as Model 26, priced $1,495, on 144-inch wheel base, with Buda H. S. engine, 6-cyl. 3⅜x4½ inches rated 27.3 h.p., weight 3,200 lbs.

*Model 34 also available as Model 36, with Buda H. S. 6 engine (described above), weight 3,850 lbs.

*Model 44 also available as Model 46, priced $2,410, on 156-inch wheel base, with Buda H. S. 6 engine, as in Model 26, weight 4,200 pounds.

†Model 56 also available on 171-inch wheel base

INTERNATIONAL HARVESTER LINE

*Model HS-54 also available in the following wheel bases, 130-inch tractor, 170, 185 and 200-inch.

*Model HS-54-C also available in the following wheel bases, 130-inch tractor, 170, 185 and 200-inch.

†Frame is reinforced with inserted channels in each side rail, extending from dash to rear end.

*Model HS-74 also available in the following wheel bases, 144-inch tractor, 185, 210 and 235-inch.

*Models HS-74-C and HS-104-C also available in the following wheel bases, 146-inch tractor, 185, 210 and 235-inch.

All Model HS heavy-duty International truck models are equipped with built-in vibration dampered clutches.

LARRABEE

*Note—Bevel gear, worm or double reduction drive rear axle available in models 40 and 50. Bevel or double reduction axles available in 30. Worm axles in 60, 70 and 80. Three or more wheel bases in each model. All Larrabee models have hydraulic brakes; 40 up have vacuum booster.

MACK LINE

Other wheel bases furnished on all truck models.

On 6-wheel jobs, 4 rear wheels driven by chains, foot brake on 4 rear wheels.

Hyp.—Hypoid drive, single reduction.

MORELAND LINE

*Indicates six-wheel type vehicles.

PIERCE-ARROW LINE

*Model FA1 also available as Model FA2, at $2,550 on 160-inch wheel base, weight 4,150 lbs., and also as Model FA3, at $2,250 on 180-inch wheel base, weight 4,200 lbs.

*Model XA1 also available as Model XA2, at $3,550 on 162-inch wheel base, weight 6,800 lbs.

*Model XB1 is also available as Model XB2, at $3,800 on 180-inch wheel base, weight 6,900 lbs.

*Model HB1 is also available as Model HB2, at $4,550 on 180-inch wheel base, weight 8,500 lbs., and also as Model HB3, at $4,600 on 198-inch wheel base, weight 8,700 lbs.

*Model WC1 is also available as Model WC2, at $5,150 on 180-inch wheel base, weight 8,950 lbs., and also as Model WC3, at $5,250 on 198-inch wheel base weight 9,050 lbs.

*Model RD1 is also available as Model RD2, at $5,450 on 180-inch wheel base, weight 9,650 lbs., and also as Model RD3, at $5,500 on 198-inch wheel base, weight 9,750 lbs.

*Model RF1 is also available as Model RF2, at $5,650 on 204-inch wheel base, weight 10,500 lbs.

†Seven-speed transmission also available.

REPUBLIC LINE

*Model 75-4 also available as Model 75-6, priced $1,495, on 128-inch wheel base, with Lycoming 4SL engine, 6-cyl. 3¼ by 4½ inches, rated 25.3 h.p., weight 3,150 lbs.

*Model 76-4, also available as Model 76-6, priced $1,675, on 150-inch wheel base, with Lycoming 4SL engine, as in Model 75-6, weight 3,500 lbs.

†Model 60-61, also available with four-wheel brakes, $3,155.

**Model 62, same as 60-61, on 171-inch wheel base, $3,040.

†Model 25W-25WRB available with four-wheel brakes

**Model 66, same as 65, on 200-inch wheel base, $3,750.

**Model 25W, 25WB and 25WBR also available in 3½-ton capacities as Models S25W, S25WB and S25WRB on wheel bases of 165, 156 and 124 inches, priced $3,695.

**Models 35 and 35B also available in 5-ton capacities on wheel bases of 170 and 157 inches, priced $5,145.

**Model 85 also available as Model 86 on 170-inch wheel base, price $2,150.

**Model 50-51 also available as Model 52 on 170-inch wheel base.

REO LINE

*Tonner in wheel base, 123, 138; 1½-ton in wheel base, 137, 156, 152; 2-ton in wheel base, 152, 168; 3-ton in wheel base, 168, 179, 184.

RUGBY

F—Chassis weight includes body.

STEWART LINE

Model 30 can also be supplied in 120 and 140-inch wheel base.

*Models 16 and 16X can be supplied in 145-inch and 160-inch wheel base.

Model 28X can be supplied in 146, 160 and 176-inch wheel base.

Model 29X can be supplied in 160 and 176-inch wheel base.

*Model 26XW can be supplied in 148, 176 and 190 inch wheel base.

*Model 18X, 32X and 33X can be supplied in 148, 190 and 220-inch wheel base.

*Models 19X, 31X and 27X can be supplied in 148, 172, 190, 220 and 235-inch wheel base.

WHITE LINE

*Bus Model 52 is equipped with Booster Brakes and 50B and 54 with air brakes. Model 58 with air brakes as optional equipment.

Model 60 gross weight capacity, with 32x6 tires, 8,000 lbs; 34x7.50 balloon tires optional at extra cost.

†Supplied in optional wheel bases.

FORD LINE

*Low speed axle 22.6 to 1.

Financial News: Range of Automotive Stocks

FUNDED DEBTS OF INDUSTRY SMALL

Leading Manufacturers In Strong Financial Position

New York, Jan. 9.—One of the most favorable factors of the financial position of the leading maunfacturers of the automotive industry is the freedom of the great majority of them from overhanging funded debt, as indicated by the compilation of financial data appearing on page 5 of this issue.

Of twenty-eight manufacturers of passenger cars and trucks, only twelve have funded debts, and of fifty-nine manufacturers of accessories, equipment, parts and rubber, only seventeen companies report funded debts, and of these seven are among the tire makers.

The largest funded debt carried among the passenger car manufacturers is that of the Chrysler Corporation, which was carried over from Dodge Brothers, Inc., when Chrysler acquired that company. It has been greatly reduced and now amounts to only $56,429,000.

The next largest funded debt in this field is that of Willys-Overland, amounting to $4,000,000. Graham-Paige is next with $2,750,000.

The White Motor Company has the largest obligations of this nature among the truck manufacturers, its funded debt amounting to $2,400,000. No other truck company has a funded debt exceeding $1,000,000.

Only one other passenger car unit has similar obligations amounting to more than $1,000,000, and that is Jordan, with a funded debt of $1,343,700.

Companies in the passenger car and truck division without funded debts are Durant Motors, Inc., Ford Motor Company of Canada, H. H. Franklin Manufacturing Company, General Motors, Hudson Motor Car Company, Hupp Motor Car Corporation, Moon Motor Car Company, Nash Motors Company, Packard Motor Car Company, Peerless Motor Car Corporation, Reo Motor Car Company, Studebaker Corporation of America, Checker Manufacturing Company, Mack Trucks, Inc., Paramount Cab Manufacturing Company and the Yellow Truck and Coach Manufacturing Company.

Companies among the accessory, parts and equipment manufacturers without funded debts include American Bosch Magneto, Bendix Aviation, Borg-Warner Corporation, Briggs Manufacturing Company, Briggs & Stratton, Budd Wheel Company, Bullard Company, Clark Equipment Company, Continental Motors, Electric Auto-Lite Company, Electric Storage Battery Company, Evans Auto-Loading Company, Gabriel Snubber, Hall Lamp, Hayes Body, Houdaille-Hershey, Kelsey-Hayes Wheel, Link Belt Company, Marlin-Rockwell, Midland Steel Products, Motor Wheel, Mullins Manufacturing, Perfect Circle, Pines Winterfront Company, Raybestos-Manhattan, Ross Gear and Tool, Sparks-Withington, Spicer, Stewart-Warner, Thompson Products, Inc.; Timken-Detroit Axle, Timken Roller Bearing, Trico Products, Triplex Glass, John Warren Watson and Wilcox-Rich.

Among the tire manufacturers, General Tire and Rubber, Kelly-Springfield, Lee and Miller are without funded debts.

The few funded debts among the accessory and equipment companies are most all small, the largest among those reported being that of $15,000,000 for the Allis-Chalmers Company, and the next largest being that of $5,568,000 for the American Chain Company.

It is notable that among the forty-eight accessory and equipment companies listed thirty-eight are paying dividends, and of the twenty-eight car and truck makers eighteen are paying dividends.

BRIGHTER OUTLOOK FOR INDIANA SALES

Display of New Cars Signal for Revival in Buyer Interest

INDIANAPOLIS, Ind., Jan. 9.—Considerable revival of interest in new motor cars was noticed here over the week-end with the placing on display of about a dozen lines of 1930 automobiles, and dealers, although not expecting any unusual upturn in sales until after the close of the show season just beginning, faced the future with a brighter outlook.

Official families of the Stutz, Marmon and Duesenberg companies left late last week for the New York auto show.

Several hundred employees were retored to the pay roll at the plant of the Ford Motor Company here during the week when production of the new Ford bodies was begun. Output, however, was limited to about 50 cars daily, due to tardy arrival of assembly materials.

With the opening of the new year bringing a broad list of new models to automobile row here, registration figures disclosed that December was the lowest point in new car sales this year, figures just failing to equal those of November, despite the fact that many cars sold in previous months were not registered until after December 15, when the 1930 licenses were placed on sale.

Early tabulations for the year showed a gain here in new car sales of about 3,000 cars, although this was greatly overshadowed by an increase of about 4,000 made by Ford alone over 1928. Approximately 18,000 new cars were sold here during 1929.

Registration figures for the year show that Ford was far ahead in sales, although Chevrolet, which with its new six-cylinder car has held second place throughout the year, made a satisfactory showing against stiff competition in the lower price range. Essex rose to third place followed by Oldsmobile and Pontiac in fourth and fifth places.

The Chrysler-built De Soto occupied sixth place, while Buick, in seventh position, was followed by Whippet.

In the truck field the same situation prevailed, Ford's gain for the year more than accounting for the gain of the whole list. About 2,000 trucks were sold here last year. Chevrolet practically held its own against last year. Stewart finished in third place, closely followed by International and G. M. C.

December figures showed gains by both the leaders in passenger cars and trucks, Marmon in a brisk clean-up drive taking third place. Higher priced cars also held up well during the month.

The record of Pierce-Arrow in this territory was outstanding here in 1929, that company doing two and a half times as much business as in 1928. O. A. Chillson, local distributor, serving most of the state of Indiana, reports a gain of 400 per cent. in the whole territory.

WEDNESDAY, JANUARY 8

NEW YORK STOCK EXCHANGE

Previous 1929 High	Previous 1929 Low	Div.		Sales	High	Low	Close	Net Change
104⅞	7	....	Advance Rumely ...		No sales today			
119	15	....	do pf. ...		No sales today			
223⅜	77	3	Air Reduction ...	1,700	126⅛	124	125⅞	+ ¼
11¼	1	....	Ajax Rubber ...	1,600	2⅝	2¼	2¼	+ ¼
75½	35⅛	3	Allis Chalmers ...	1,900	50½	49⅝	50	— ⅜
76½	27	....	Am. Bosch Magneto	300	42⅛	42	42	— 1
95⅛	70¼	7	Amer. Chain pf. ...		No sales today			
87⅛	2½	....	Am.-La France ...	400	2⅝	2½	2½	— ⅛
514	120	4	Auburn ...	900	185¼	185	185¼	— 4¾
104⅜	25	2	Bendix Aviation ...	2,000	35½	34⅞	34⅞	— ⅛
136¾	37	3	Bohn Aluminum ...	400	53¼	52	52	— 1⅛
86⅞	26	4	Borg-Warner ...	3,500	35	34¼	34½	+ ⅛
63⅛	8½	....	Briggs Mfg. Co. ...	1,500	16⅜	15⅝	15⅝	— ⅜
43½	17⅜	2	Briggs & Stratton...		No sales today			
73⅞	13	....	Brockway Motor ...	200	15	14¾	15	+ ½
22⅞	8⅛	1	E. G. Budd Mfg. ...	1,200	11¼	10¾	11⅛	+ ⅛
12½	7¾	1	Budd Wheel ...	200	10	9½	10	+ ½
54¾	25	2	Bullard ...		No sales today			
61	50¼	3	Caterpillar Tractor.		No sales today			
47½	21⅞	....	Chicago Pneu. Tool..		No sales today			
36	21⅜	3	Chicago Yellow Cab.		No sales today			
135	26	3	Chrysler Corp. ...	12,400	36¾	35½	36	— ¾
61⅞	25	3	Clark Equipment ...		No sales today			
62⅝	18	2	Commercial Credit .	3,100	25⅞	25	25	....
105¾	70	6.50	do 6½s pf. ...	240	78½	77	78	+ 1
79	28⅛	1.60	Comm'l Invest. Trust	100	40	40	40	....
99	87	6.50	do pf. ...		No sales today			
28⅜	5⅝	....	Continental Motors .	1,700	6	5⅞	6	....
121¼	58	3.50	Cutler-Hammer		No sales today			
231	80	4	Du Pont ...	1,700	118	117	117	— 1
76¾	18	3	Eaton Axle & Spring	100	29	29	29	....
174	50	6	Electric Auto-Lite ...	1,000	82	81½	81½	— ½
104½	55	5	Electric Stor. Battery		No sales today			
22½	3¼	....	Emerson Brant A ...	200	3⅞	3⅞	3⅞	+ ⅛
73¾	15	2.50	Evans Auto Load ..	300	21	21	21	— ¼
22⅜	5	.80	Federal Motors		No sales today			
37	24½	1.60	Firestone T. & R. ..	300	32⅞	32½	32½	— ½
89⅝	83⅝	6	do pf. ...	700	86	85⅝	86	....
20⅛	2⅛	....	Fisk Rubber ...	1,700	3½	3⅛	3¼	— ⅛
72½	8	....	do 1st pf. ...	120	15⅝	15⅝	15⅝	+ ⅜
33⅞	5	....	Gabriel Snubber ...	2,200	7⅞	6½	7⅞	+ 1⅞
403	168⅛	6	General Electric ...	3,800	243	239½	242	+ 2
25	3	....	Gardner Motor ...	500	4¼	4⅛	4⅛	— ⅜
91¾	33¼	3	General Motors	43,300	40⅝	39⅞	40	— ⅝
126½	112	7	do 7s pf. ...	400	119½	119½	119½	— ¾
64⅛	26	2	Glidden Co. ...	1,600	32⅞	32	32½	+ ⅜
106⅛	95	7	do pf. ...		No sales today			
105¾	38¼	4	Goodrich ...	1,300	44⅜	43½	44⅜	+ ⅜
115⅛	95½	7	do pf. ...	200	95⅝	95⅝	95⅝	....
154½	60	5	Goodyear T. & R. ..	400	65	64⅛	64⅛	— ⅞
104⅞	87	7	do pf. ...	100	92	92	92	....
54	7⅜	....	Graham-Paige Motor	2,000	10⅛	9¾	9¾	— ⅜
68⅜	5½	8	Hayes Body ...	100	7⅝	7⅝	7⅝	— ⅜
52¾	13	2	Houdaille-Hershey ..	500	20¾	20¼	20¼	— ⅝
93½	38	5	Hudson Motor Car..	8,800	58⅞	57⅜	57⅝	— 1
82	18	2	Hupp Motor Car ...	3,900	23⅝	22¾	22⅞	— ⅝
32½	3½	....	Indian Motocycle ...	1,200	6⅜	6⅛	6⅜	— ¼
14¼	2	....	Intercon. Rubber ...		No sales today			
142	65	2.50	Interna. Harvester ..	900	80½	79½	80¼	+ ¼
145	137	7	do pf. ...		No sales today			
242¾	90	3	Johns-Manville ...	4,400	125	123	124½	+ ⅛
16½	1½	....	Jordan Motor Car...	1,000	2½	2¼	2⅜	+ ⅛
24	3	....	Kelly-Springfield ...	500	4	3⅞	3⅞	— ⅛
100	26	....	do 6s pf. ...		No sales today			
94⅞	16	....	do 8s pf. ...		No sales today			
59¾	10⅝	2	Kelsey-Hayes Wheel	200	23¾	23¾	23¾	+ ¼
25	5	....	Lee Rubber & Tire.	1,700	8½	8	8½	+ ¼
61	37⅝	2.60	Link Belt ...		No sales today			
114¾	55⅛	6	Mack Trucks ...	400	71¼	70½	70½	....
89⅞	30	3.75	Marlin Rockwell		No sales today			
104	19	4	Marmon ...	1,000	24⅞	24¼	24¼	— ¾
18	2½	....	Martin Parry ...		No sales today			
34⅞	9	2	Mengel ...	600	17⅞	17½	17¾	— ¼
28⅞	3¼	....	Miller Rubber ...	200	4⅜	4¼	4⅜	....
5	1½	....	Moon Motors ...	3,300	5¼	4⅜	5	+ ¼
31¾	3¼	....	Moto Meter G & E..	500	5⅛	5⅛	5⅛	— ⅝
142	36	10	Motor Products ...	400	64	63	63	....
44⅜	21	3	Motor Wheel Corp. .	100	28½	28½	28½	....
81⅞	10	....	Mullins Mfg. ...	6,400	18⅞	16½	17⅛	+ 1⅛
100⅞	14⅞	2	Murray Corp. ...	6,200	20⅞	19⅞	20½	+ ⅛
118⅞	40	6	Nash Motors ...	2,100	54⅜	53⅝	53¾	— ¼
6¼	¾	....	Norwalk T. & R. ...		No sales today			
45	8	....	do pf. ...		No sales today			
10⅞	2½	....	Omnibus Corp. ...		No sales today			
55	22½	2.50	Otis Steel ...	100	31	31	31	— 1⅛
32½	13	1.10	Packard Motor Car.	13,200	16⅝	16¼	16⅜	— ¼
22½	5⅛	....	Peerless Motor Car.	200	6⅛	6⅛	6⅛	....
37⅞	18	....	Pierce-Arrow ...		No sales today			
87½	67¾	6	do pf. ...		No sales today			
58½	28	2.60	Raybestos Manhattan	3,100	37	35	35	— 1⅞
31⅞	10⅛	1.40	Reo Motors ...	900	12⅛	12	12	+ ¼
12¼	3⅜	....	Reynolds Spring ...	100	4½	4½	4½	....
66¾	20⅛	....	Spicer Mfg. Co.	500	25	23¾	25	+ 1½
55⅞	38	3	do pf. ...		No sales today			
77	30	3.50	Stewart-Warner Spd.	1,300	40⅞	39⅞	40⅛	— ⅛
98	38¼	5	Studebaker Co. ...	2,400	44⅞	43½	43½	— 1½
126	115	7	do pf. ...		No sales today			
34⅜	11½	.80	Timken Detroit Axle	500	16	16	16	— ¼
139⅜	58½	3	Timken Roller Bear.	6,300	77⅜	76	76⅜	— 1⅛
63	30	2.50	Trico ...		No sales today			
65	15	....	U. S. Rubber ...	1,400	26⅛	25½	25⅝	— ⅞
92½	40⅛	....	do 1st pf. ...	400	50	49¾	49¾	— 1⅛
42⅞	15	2	Warner Quinlan	800	20	19⅝	19¾	+ ¾
67¾	36½	2	Westinghouse A. B. .	700	45½	45	45½	+ ⅜
53½	27¼	2	White Motors ...	300	31¾	31½	31½	— ⅛
61¼	19	2.50	Wilcox Rich A	1,100	29	29	29	....
62	12⅜	2	do B ...	900	21½	20⅞	20⅞	— ⅝
35	5¼	1.20	Willys-Overland	2,000	8¾	8⅜	8½	— ¼
103	65	7	do pf. ...		No sales today			
88	61¾	5	Yale & Towne ...	100	75	75	75	— ½
51¼	7½	....	Yellow Tr. & C.	1,400	13⅞	13⅝	13¾	— ⅛
96½	80	....	do pf. ...		No sales today			

NEW YORK CURB EXCHANGE

Sales		High	Low	Close	Net Chge
14600	Cities Service...	28⅜	28¼	28½	+ ¼
300	do pf ...	88¼	88⅛	88¼	— ½
	Con Di Fibre...	No sales today			
1800	Cord Corp ...	13	12½	12½	+ ⅛
	Doehler D C....	No sales today			
4100	Durant Motor...	6⅞	6	6⅛	— ¼
	Fageol Motor....	No sales today			
	Fedders ...	No sales today			
	Federal Mogul..	No sales today			
1500	Federal Screw..	38¼	37	37½	+ 1¼
	Fiat ...	No sales today			
100	Ford Canada....	31½	31½	31½	— ⅜
	Ford France....	No sales today			
1500	Ford Ltd ...	11⅜	11	11	— ⅜
25	Franklin Mfg...	75	75	75	+ 2¾
	Gen T & Rub...	No sales today			
	Gr'nf'ld T & D.	No sales today			
	Hall Lamp ...	No sales today			
	Henney ...	No sales today			
	Hood Rubber...	No sales today			
	India Tire ...	No sales today			
	Isotta Fras	No sales today			
	Jaeger ...	No sales today			
	Lakey ...	No sales today			
	McQuay Norris..	No sales today			
	Midland Steel...	No sales today			
	Nat Rub Mach.	No sales today			
700	Paramount Cab.	13⅜	12⅜	13⅜	+ ⅛
	Perfect Circle...	No sales today			
	Pines Winter...	No sales today			
700	Pitt Pl Glass...	55½	55	55¼	— 1
	Rolls Royce Am.	No sales today			
	Ross Gear ...	No sales today			
	Safe T Stat....	No sales today			
	Seiberling ...	No sales today			
	Smith A O....	No sales today			
	Sparks With ...	No sales today			
13100	Stutz Motor....	3½	2½	2⅜	— ⅛
400	Thermoid Co....	20⅞	20½	20⅞	...
100	Thompson Prod	25½	25½	25½	+ ½
	Triplex ...	No sales today			
	Tung Sol. ...	No sales today			
	U S Asbestos...	No sales today			
800	Watson, J W...	2¼	2¼	2¼	...
200	Wayne Pump...	10	10	10	+ ½
	West Auto	No sales today			
	Yellow Taxi N Y	No sales today			

NEW YORK OVER-THE-COUNTER

Div.		Bid	Asked
6	Am Hard Rubber ...	58	67
8	Dixon (J) Crucible ...	162	170
3.50	Doehler Die Casting ...	32	..
7	do pf ...	75	..
....	Eismann Magneto ...	20	30
7	do pf ...	82	90
....	Rolls Royce Am. ...	10	15
....	do pf ...	15	25
....	Splitdorf Beth El. ...	3¼	4

CHICAGO STOCK EXCHANGE

Sales		High	Low	Last
50	Acme Steel ...	96	96	96
350	Allied Motor Ind....	16⅞	16	16⅞
200	Allied Products	37	36⅝	37
200	Auburn Auto	195	195	195
2250	Bendix Aviation ...	35¼	34½	35⅛
6650	Borg-Warner	35	34⅛	34½
250	Chicago Yellow Cab	27	27	27
5700	Cord Corp	13¼	12½	13
50	Houdaille Hershey A	22¾	22¾	22¾
50	do B ...	21	21	21
50	Mohawk Rubber ...	9	9	9
100	Nachmann Spring..	27	27	27
100	Perfect Circle	32½	32½	32½
250	Ross Gear	32	31½	32
50	Warcheil pf	22¼	22¼	22¼
100	Wayne Pump pf....	29½	28½	28½

CLEVELAND STOCK EXCHANGE

Sales		High	Low	Last
100	Allen Ind	6¼	6¼	6¼
50	do pf	26	26	26
50	Faultless Rubber ...	35	35	35
60	Geometric Stamping	22	22	22
61	Miller Rubber pf....	21	21	21
35	Mohawk Rubber	9	8½	8½
20	Ohio Brass B	72½	72½	72½
15	Packard Electric...	27⅞	27⅞	27⅞
98	Seiberling Rubber...	11½	11½	11½

DETROIT STOCK EXCHANGE

Sales		High	Low	Last
150	Detroit Gasket	22	22	22
430	Diesel W Gil.....	15	15	15
240	Excello	14¾	14¾	14¾
885	Federal Screw	37¼	36¾	37
100	Federal Motor	8½	8½	8½
321	General Motors	40¼	40	40
255	Hall Lamp	14¼	14¼	14¼
340	Hutto Eng	4⅞	4⅞	4⅞
250	Mt Bankers	18	18	18
185	Pittsburgh Forge ...	13½	13½	13½
1550	Packard Motor	16½	16⅜	16½
395	Timken Axle	16⅜	16¼	16¾
325	Universal Products.	19	18¼	19
360	Wilcox Rich B.....	21½	21½	21½

HAS LARGE ATTENDANCE

East Orange, N. J., Jan. 9.—More than 1,500 visited the second annual automobile show of the Oranges and Maplewood on opening night at Hotel Suburban, here. Twenty models of nine makes were inspected. Julien A. Gregory of East Orange opened the show. Musical entertainment was provided throughout the evening. The show, which closes Saturday night, is sponsored by the motor dealers' division of the Chamber of Commerce. Charles B. Drew, president of the Drew Motor Company, East Orange, is chairman of the committee in charge.

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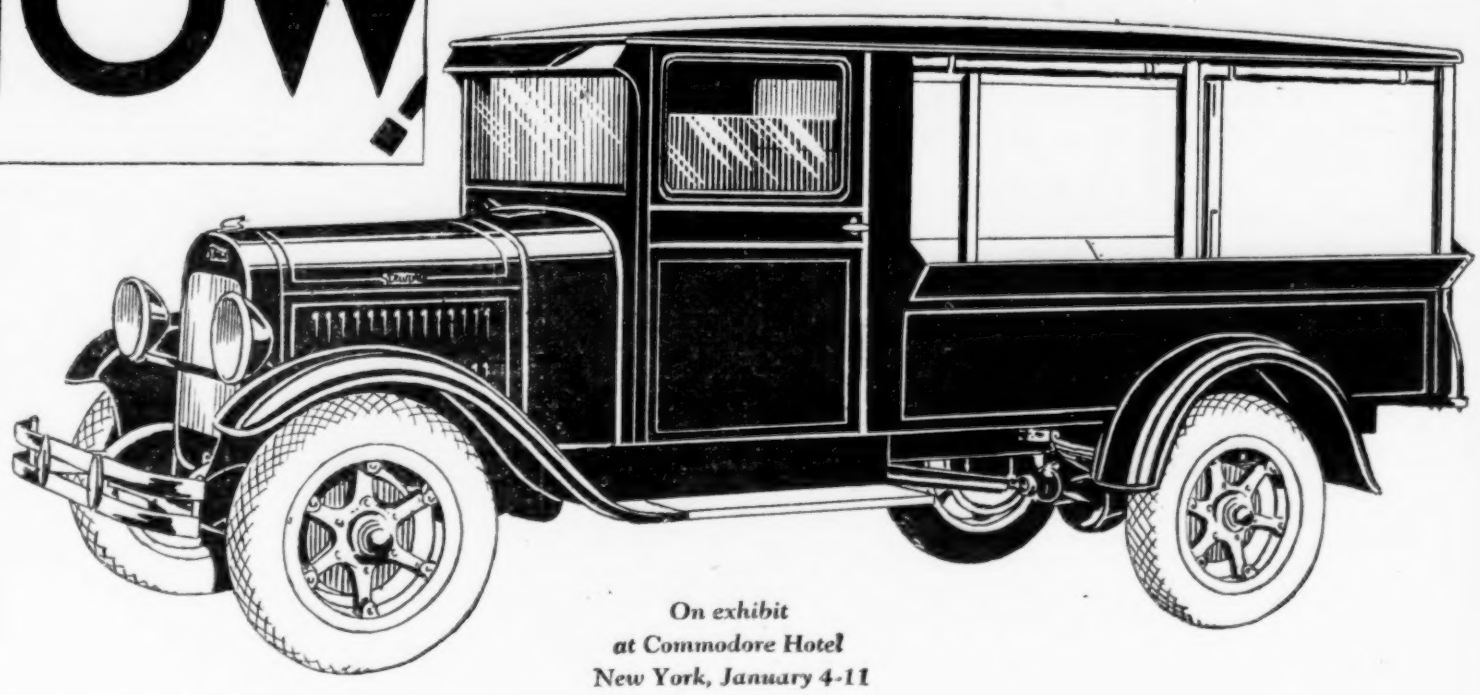

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a true Stewart Quality 1 Ton Truck for $695 CHASSIS

Another Stewart triumph! The greatest dollar for dollar value in the history of truckdom—the biggest profit opportunity ever offered automotive dealers. A 1 ton Stewart truck for $695.

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If you're looking for a proposition that means more sales, less servicing, write or wire today for details of the Stewart franchise.

See the Stewart Display at the Hotel Commodore, January 4th to 11th.

MODELS

Bevel Axle

1	ton 4 Cylinder....	$ 695
1	ton 6 Cylinder....	795
1¼	ton 6 Cylinder....	1295
1½	ton 6 Cylinder....	1495
2	ton 6 Cylinder....	1695
2½	ton 6 Cylinder....	1990

Worm Axle

2	ton 6 Cylinder....	2290
2½	ton 6 Cylinder....	2690
3	ton 6 Cylinder....	3290
3½	ton 6 Cylinder....	3690
5	ton 6 Cylinder....	4990
6-7	ton 6 Cylinder....	5700

All prices f.o.b. Buffalo, N. Y.

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ENGINE—Four cylinder truck motor, 3¾" bore, 4½" stroke. 6 cylinder motor at extra cost.

CARBURETOR—Latest Stromberg with accelerator pump, fuel economizer and air cleaner.

IGNITION—Delco-Remy engine driven distributor.

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TRANSMISSION—Four speeds forward and one reverse. Shafts mounted on annular bearings.

STEERING GEAR—Ross cam and lever type.

FRAME—Pressed steel side rails 6" deep.

REAR SPRINGS—50" long, 2½" wide, bronze bushings, 11 leaves.

REAR AXLE—Truck type, heavy cast housing. Heavy type differential mounted on Timken roller bearings. Strong enough for dual wheel equipment.

BRAKES—Four wheel Bendix. Spicer Drive Shaft—3" tubular, for standard wheelbase with metal covered, dust proof Spicer joints. Three joint shafts on 140" wheelbase chassis.

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WHEELBASE—Standard wheelbase 130". Special 120"; at extra cost 140".

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